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20 Minutes in West Portland Park: Opportunities for Access

Ali DeMersseman
Portland State University

Dana Dickman
Portland State University

Nuin-Tara Key
Portland State University

Laura Spidell
Portland State University

Sara Wright
Portland State University

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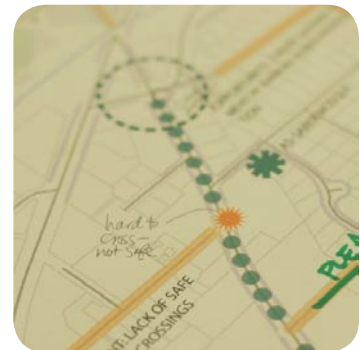
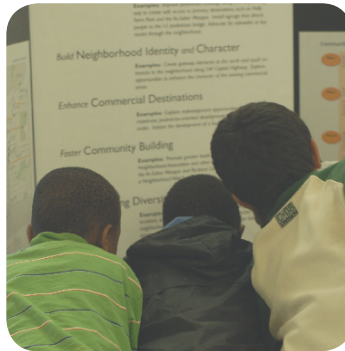
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20 minutes in West Portland Park

Opportunities for Access



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Intersect Planning

Ali DeMersseman
Dana Dickman
Nuin-Tara Key
Laura Spidell
Sara Wright

Prepared for
West Portland Park
Neighborhood Association

Portland State University Faculty Advisors
Sy Adler
Ethan Seltzer

Technical Review Advisors
Meg Merrick
Nancy Stevens
Shannon Axtell
Alan DeLa Torre
Ken Pirie
Randy Evans
Brian Sheehan

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EXECUTIVE SUMMARY



As the City of Portland revisits its comprehensive plan, the 20-minute neighborhood concept—the idea that people should be able to access basic needs and services within a 20-minute walk from their homes—has attracted a great deal of interest as a neighborhood planning strategy with the potential to advance Portland’s sustainability goals. In February of 2009, Intersect Planning partnered with the West Portland Park Neighborhood Association to explore how the 20-minute neighborhood concept might relate to their neighborhood. Intersect Planning worked with the West

Intersect Planning seeks to develop and support resilient, equitable, and healthy communities.

Portland Park Neighborhood Association to accomplish two specific goals: first, to determine how the 20-minute neighborhood concept applies to West Portland Park; and second, to use the concept

as a framework to initiate community discussions about the neighborhood’s unique assets and challenges in order to build the connections and information necessary to actively engage in future planning efforts.

To achieve these goals, Intersect Planning developed the following objectives:

- 1) To better define the 20-minute neighborhood concept in order to inform

the broader community discussion of the idea;

- 2) To conduct an inclusive process that engages the West Portland Park community in meaningful conversations about their aspirations for the neighborhood;
- 3) To assess the existing conditions in West Portland Park, including the opportunities and constraints involved in functioning as a 20-minute neighborhood; and
- 4) To develop short-term and long-term recommendations for the neighborhood.

Intersect Planning employed a variety of data collection techniques and analysis tools to evaluate both the 20-minute neighborhood concept and the feasibility of applying it to West Portland Park.

Section II, The 20-Minute Neighborhood, details the planning strategies that inform the concept, establishes Intersect Planning’s definition of a 20-minute neighborhood, discusses why the concept is important, and presents questions to assess how well the neighborhood meets the definition. The 20-minute neighborhood concept emerges from a number of planning strategies that focus on the creation of walkable communities. However, as established in this study, the concept differs from previous strategies in that it focuses on existing neighborhoods and emphasizes equitable access rather than urban design. The definition establishes three components of the 20-minute neighborhood concept: destinations, connections, and supporting elements.^a

Section III, Process and Methodology, outlines Intersect Planning’s extensive public outreach, literature review, personal interviews, surveys, an assessment of the existing regulatory environment, and an analysis of existing conditions.

Section IV, West Portland Park Neighborhood Assessment, describes the existing conditions, including land uses and development patterns, natural features, and demographics that define the neighborhood. The neighborhood assessment reveals several opportunities and constraints to West Portland Park’s performance as a 20-minute neighborhood.

The project findings are summarized in **Section V, Findings**. The data analysis and neighborhood assessment revealed five key findings:

1. West Portland Park lacks the pedestrian connections necessary for equitable access to neighborhood destinations.
2. The neighborhood has a variety of valuable destinations, both commercial and civic, but does not have the full complement of destinations that would support a 20-minute neighborhood.
3. There are opportunities to build greater social capital within the neighborhood, given the diverse population, organizations, and interests.
4. West Portland Park would benefit from additional investments in establishing a distinct neighborhood character.
5. Improved housing diversity would advance the neighborhood’s ability to meet the evolving needs of the community and would support additional neighborhood-serving businesses.

Finally, **Section VI, Recommendations**, outlines recommendations for the neighborhood, based on a set of evaluation criteria. These evaluation criteria were



Community Open House

developed using the 20-minute framework established in Section II. The analysis of West Portland Park yielded information to support four primary recommendations:

- Improve Opportunities for Access
- Enhance Commercial Destinations
- Build Neighborhood Identity and Character
- Foster a Diverse, Equitable, and Connected Community

This analysis yielded a number of valuable conclusions regarding both how West Portland Park meets the 20-minute neighborhood definition established by Intersect Planning, and on the utility of the 20-minute neighborhood concept. By taking a case study approach to test the efficacy of the concept in general, Intersect Planning considered how the concept might affect individual neighborhoods, as well as the challenges and benefits of using the 20-minute framework as a neighborhood planning tool. Out of this project came the following conclusions:

West Portland Park Conclusions

West Portland Park does not have the full complement of elements necessary to support a 20-minute neighborhood, but it can still benefit from improvements that advance the concept.

A number of key assets and challenges not previously identified in past planning efforts were highlighted through this process.

The assets that exist within the neighborhood should not be overlooked; these assets should serve as a starting point for future planning efforts.

Residents of West Portland Park are interested in walking to destinations that meet their basic needs.

20-Minute Neighborhood Concept Conclusions

The 20-minute concept provides a framework to initiate planning conversations about integrating travel behaviors and land use.

The 20-minute neighborhood concept's focus on access provides a framework to more easily integrate land use and multi-modal transportation options at a neighborhood level.

The primary emphasis of the 20-minute neighborhood concept is access to destinations within a reasonable walking distance, rather than within a defined neighborhood boundary.

I. INTRODUCTION



Climate change, rising rates of lifestyle-related illnesses, and the erosion of social connections challenge urban planners to develop and support resilient, equitable, and healthy communities. Planning for the future, given the scope and depth of issues our communities face, is not an easy task. However, through strategic planning processes that consider adaptive urban forms and alternative transportation systems, we can begin to address these issues.

Through the Portland Plan, the City of Portland is currently updating its 1980 Comprehensive Plan. This update will guide the city's development over the course of the next 30 years. Therefore, it is vital that the plan embrace policies that will reduce reliance on automotive travel in order to improve the economic, social, physical, and environmental health of Portland's communities.

A major idea emerging from the Portland Plan process is the 20-minute neighborhood concept—the notion that people should be able to access basic needs and services within a 20-minute walk from their homes. The Portland Plan Work Program calls for the identification of the defining criteria and essential components of a 20-minute neighborhood, and an examination of how those criteria relate to different areas of the city. The City of Portland aims for the 20-minute neighborhood concept to reflect the core values identified in VisionPDX, the community's vision for the future of Portland: Community Connectedness and

Distinctiveness; Equity and Accessibility; and Sustainability.

In February of 2009, Intersect Planning partnered with the West Portland Park Neighborhood Association to explore how the 20-minute neighborhood concept could be utilized as a planning strategy for their neighborhood. Over a four-month period, Intersect Planning worked with the West Portland Park Neighborhood Association to accomplish two specific goals: first, to determine how the 20-minute neighborhood concept applies to West Portland Park; and second, to use the concept as a framework to initiate community discussions about the neighborhood's unique assets and challenges in order to build the connections and information necessary to actively engage in future planning efforts. To achieve these goals, Intersect Planning developed the following objectives:

- To better define the 20-minute neighborhood concept in order to inform the broader community discussion of the idea;
- To conduct an inclusive process that engages the West Portland Park community in meaningful conversations about their aspirations for the neighborhood;
- To assess the existing conditions in West Portland Park, including the opportunities and constraints involved in functioning as a 20-minute neighborhood; and
- To develop short-term and long-term recommendations for the neighborhood.

20-MINUTES IN WEST PORTLAND PARK

Due to its unique character, West Portland Park presents an interesting test case for the application of the 20-minute neighborhood concept. West Portland Park is an auto-oriented, suburban-style neighborhood located in Southwest Portland (See Figure 1). Like much of Southwest Portland, West Portland Park has hilly terrain and limited pedestrian infrastructure.

West Portland Park has a number of assets. For example, the neighborhood has a “civic corridor” along SW Capitol Highway, concentrated around the Capitol Hill Library, Holly Farm Park, and Markham Elementary

School. This “civic corridor” is well utilized by neighborhood residents, as well as people from surrounding communities. However, a number of major challenges face the neighborhood. While there are commercial areas within and adjacent to West Portland Park, the neighborhood lacks a successful neighborhood-serving commercial center. Therefore, residents must travel outside of the neighborhood to fulfill most of their retail and service needs. The neighborhood also has limited pedestrian infrastructure, and many areas present dangerous and intimidating walking conditions.

The 20-minute neighborhood concept seems relatively straightforward in the context of Portland’s older central streetcar neighborhoods. However, exploring the in

NEIGHBORHOOD ORGANIZATIONS

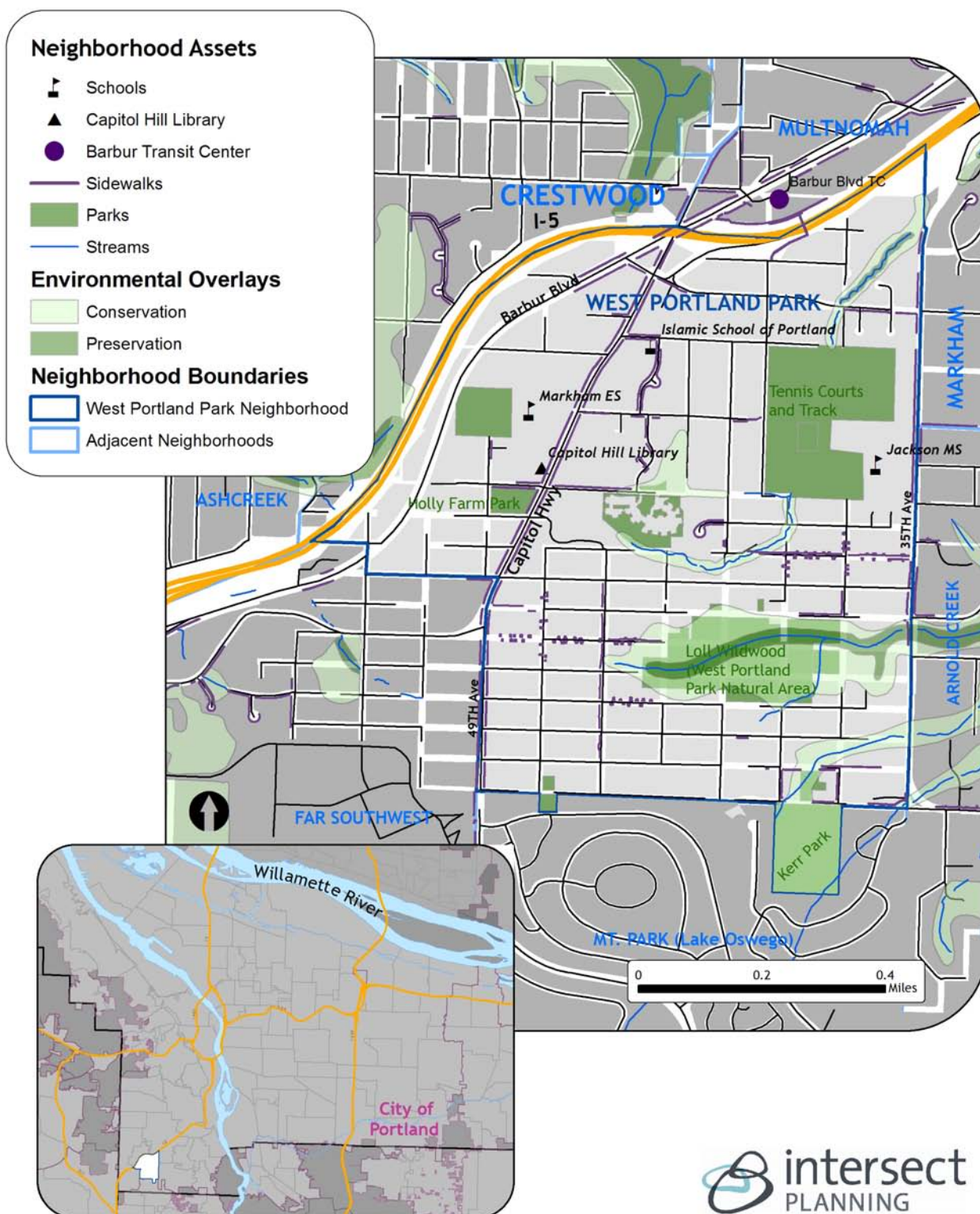


Southwest Neighborhoods, Inc., (SWNI) is one of seven district coalition offices located throughout the City of Portland. It provides support services for all seventeen Southwest Portland neighborhood associations and three business associations. Unlike other district coalition offices, SWNI is not city-staffed, but is an independent non-profit that contracts with the City. Services provided by SWNI include:

- Training, guidance, and clerical support for member neighborhood associations.
- Support for citizen projects such as neighborhood cleanups, picnics, candidate fairs, fund-raisers, etc.
- Acts as an information resource for entire district membership and publishes a monthly newsletter.
- Assists with community organizing for citizen participation and crime prevention.

West Portland Park is one of 94 recognized Neighborhood Associations in the City of Portland. Portland Neighborhood Associations are made up of volunteer-based community groups and individual citizen-activists. Portland’s neighborhood association system affords residents, and property and business owners legal rights on matters that fall within the Neighborhood Association boundaries in regard to planning efforts, policy matters, and land use decisions. Membership is open to any person who lives and/or owns real property or a business license within the recognized boundaries of the Neighborhood Association. Board members and directors of the West Portland Park Neighborhood Association are elected each May.

Figure 1: West Portland Park



Source: RLIS

concept in West Portland Park may provide greater insight into the opportunities and constraints of using the concept as a guiding neighborhood planning strategy.

Section II establishes Intersect Planning's definition of the 20-minute neighborhood concept and develops questions to assess how well a neighborhood meets the concept. **Section III** presents an overview of the methods used to explore the 20-minute concept and to assess the existing conditions in West Portland Park. **Section IV** reviews existing conditions in West Portland Park including an opportunities and constraints analysis. **Section V** presents a series of findings assessing how well West Portland Park fits the 20-minute neighborhood concept, and **Section VI** outlines recommendations for improving the destinations, connections and supporting elements within West Portland Park. **Appendix A** is a technical memo with recommendations for the City of Portland to consider if it applies the 20-minute neighborhood concept in future planning efforts. Appendices B through E provide additional background information.

II. THE 20-MINUTE NEIGHBORHOOD

While many aspects of the 20-minute neighborhood concept—planning around the neighborhood unit, focusing on physical elements that promote walkability, building social connections, and establishing and maintaining neighborhood-serving commercial areas—are not new planning themes, the overall concept provides an important framework that prioritizes the environmental, economic, physical and social health of local communities. In addition, there are two key aspects of the 20-minute concept—as interpreted by Intersect Planning—that differentiate it from the previous planning movements. First, the concept focuses on access to basic services and amenities rather than on the physical design of communities. This approach seeks to develop healthy, equitable, and cohesive neighborhoods that serve their populations’ needs. The physical appearance and layout of the neighborhood are determined by the needs of the community, not by general design guidelines. Second, the concept is more relevant to the task of retrofitting existing communities to be less reliant on the car.

WHY PLAN FOR 20-MINUTE NEIGHBORHOODS?

The 20-minute neighborhood concept presents a framework to address contemporary

issues that face our communities. Local governments must advance policies that provide options for residents to reduce their individual reliance on automotive travel in order to promote more sustainable communities.

The 20-minute neighborhood concept can have positive impacts on the local and global environment. Governments are increasingly interested in the ways in which land use planning and compact communities can reduce dependence on cars, and as a result, reduce air pollution that affects human health, local ecosystems, and the global climate.⁸ Low-density, poorly connected development patterns, which isolate housing from work, shopping, recreation and educational opportunities, maintain a dependence on driving.⁹ The 20-

Walkability is the foundation for the sustainable city. Like bicycling, walking is a ‘green’ mode of transport that not only reduces congestion, but also has low environmental impact, conserving energy without air and noise pollution. It can be more than a purely utilitarian mode of travel for trips to work, school or shopping, and can have both social and recreational value. It is also a socially equitable mode of transport that is available to a majority of the population, across classes, including children and seniors.

-- Ann Forsyth and Michael Southworth, 2008

WHERE DOES THE 20-MINUTE NEIGHBORHOOD CONCEPT COME FROM?

The 20-minute neighborhood concept has its origins in a number of planning theories. As early as the 1920s, planners in the United States promoted the social advantages of physically defined neighborhood units with neighborhood parks, local shops, and a residential community organized around a community center.² This early neighborhood planning concept placed housing no further than a half-mile walk from the community center to promote opportunities for social interactions among neighborhood residents.³

More recently, a number of planning movements have also focused on the role the built environment and urban form play in facilitating social interactions and people's travel behavior.

New Urbanism promotes traditional neighborhood design to encourage walking and socialization. These neighborhoods contain a variety of housing choices, and key community destinations like parks, coffee shops, and restaurants are accessible by safe, interconnected pedestrian routes and can generally be reached within a quarter-mile walk.⁴

Complete Communities integrate the components necessary for healthy communities including housing, shops, workplaces, schools, parks and civic facilities essential to the daily life of residents.⁵

Transit-Oriented Development focuses higher density and mixed uses within a quarter-mile to a half-mile walk from transit stations to encourage travel by public transportation.

Main Street revitalization efforts seek to re-establish or create vibrant neighborhood business districts.

Complete Street strategies encourage street designs that balance the needs of pedestrians and bicyclists with those of cars.

20-Minute Living, which originated with Portland development firm Gerding Edlen, promotes communities that mix housing, offices, shops, civic and cultural amenities, and recreational opportunities, so that people can access the "necessary and enjoyable things that make life great" within 20 minutes of their homes.⁶ The 20-minute walk duration was established to push the standard of how far the average person would walk to attractive destinations (D. Wilde, personal communication, March 3, 2009). The 20-minute measurement—which equals approximately one-mile walking distance for a typical adult—stems from a commonly used standard walking speed of three miles per hour.⁷

minute neighborhood concept builds upon growing interest in the use of sustainable development patterns to improve the environmental health of our cities.

The 20-minute neighborhood concept can also have significant positive impacts on human health.

Lifestyle-related diseases have increased sharply over the last fifty years. These illnesses, which include diabetes, cardiovascular diseases, and cancer, impose emotional, physical, and financial costs on individuals and communities. Public health experts feel that integrating moderate activity into daily life is “one of the most promising ways to decrease physical inactivity for large segments of the population”.¹⁰

A number of elements of a 20-minute neighborhood—street connectivity, pedestrian access to attractive and useful destinations, access to nature, and access to healthy food—contribute to the health of neighborhood residents. When a variety of useful destinations are located close to homes, utilitarian physical activity like walking and biking can more easily fit into daily routines.¹¹ Even moderate land use and transportation changes may make significant differences in the ways that people travel, play, and eat.¹²

In addition, the 20-minute neighborhood concept, by reducing the number of cars on the road, has the potential to reduce the number of auto-related injuries to vulnerable members of society such as children and the elderly. While rates of

walking to school have declined dramatically over the last 50 years, pedestrian injury is still the third leading cause of unintentional injury-related deaths among children ages five to fourteen.¹⁶

The 20-minute neighborhood concept can increase equity. Because one-third of Americans do not drive, communities

designed to primarily accommodate auto travel are inequitable.¹⁷ Furthermore, owning and operating a private vehicle is a significant financial burden on many households¹⁸. Increasing the frequency and connectivity of transportation routes that link low-income and working class communities can lower transportation costs and decrease the shared transportation and housing burden felt by many American families.¹⁹ The 20-minute neighborhood, emphasizing access to critical services within walking distance, including transportation options, can enhance social equity at the neighborhood level.

The 20-minute neighborhood concept can increase the social health of our communities. Neighborhood

design affects the way individuals interact with one another. The 20-minute neighborhood concept can help to reverse the increase in social isolation due to sprawl and suburbanization.²⁰ With its emphasis on walkability and neighborhood-serving businesses, the 20-minute neighborhood concept creates a more active environment that has the potential to reduce social isolation. Density increases the level of activity in an area, creating a more active and bustling walking environment that can lead to more social interaction at the individual level.²¹

Non-work trips tend to be more flexible than commuting trips, and thus may be more likely to be influenced by neighborhood factors.¹³

Roughly one quarter of Americans meet the recommended physical activity levels of 30 minutes of moderate activity most days of the week.¹⁴

Household transportation expenditures are second only to housing costs in the United States.¹⁵

HOW TO DEFINE THE 20-MINUTE NEIGHBORHOOD?

In order to evaluate the concept, Intersect Planning first developed a working definition of a 20-minute neighborhood:²²

The 20-minute neighborhood concept is dependent on the availability of **destinations** that meet the needs of neighborhood residents, and on **connections**—pedestrian and bicycle infrastructure, and transit access—that are safe and convenient. While destinations and connections are essential components of a 20-minute neighborhood, and provide alternatives to traveling by car, there are a number of **supporting elements** that are also important to the success of a 20-minute neighborhood. These supporting elements contribute to diverse and equitable communities where all residents share the costs and benefits of development as well as equal access to opportunities. Supporting elements also aid in creating a sense of place by encouraging the development of unique neighborhood identities. Destinations and supporting elements will vary in style and substance depending on the needs and cultural context of the neighborhood.

While this definition references the neighborhood unit throughout, Intersect Planning uses the term neighborhood, not as a literal representation of political neighborhood boundaries, but as a more abstract interpretation of a neighborhood community. While these boundaries are useful in providing the political space to address local land use and community issues, individuals rarely use them to identify their personal neighborhood. Portland is a city of neighborhoods and is recognized for its distinctive districts; however, these districts often extend over political neighborhood boundaries.²³ Because of the inconsistency between an individual's experience of their neighborhood and the actual political boundaries, the 20-minute concept should not rely on Portland's political neighborhood boundaries as the

unit of analysis, but rather a more fluid definition based on the changing needs and experiences of individuals and communities.

Destinations

- **Civic and Institutional Uses:** Services and organizations that are central to community life.
- **Access to Healthy Food:** Options to purchase and grow fresh and nutritious food.
- **Personal Services:** Businesses and institutions that meet residents' basic needs.
- **Parks and Open Space:** Opportunities for recreation and access to natural settings.
- **Retail/Entertainment Options:** Commercial and other destinations that provide consumer and entertainment goods and services.

Connections

- **Convenient and Safe Routes:** Paths and sidewalks that link residents of diverse ages and abilities to neighborhood destinations.
- **Interesting and Comfortable Routes:** Well-designed paths and sidewalks that make it desirable for residents to walk to neighborhood destinations.
- **Transit Routes:** Frequent transit service that connects residents to destinations outside of the neighborhood.

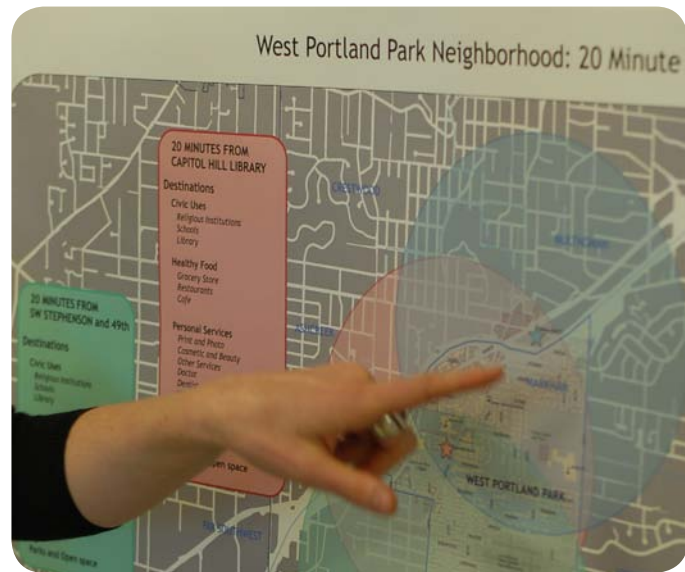
Supporting Elements

- **Opportunities for Social Interactions:** Neutral gathering places and community organizations that allow residents to meet.
- **Diverse Housing Options:** A mix of housing types accessible to individuals and families of all life stages and income levels.
- **Sense of Place:** Unique characteristics that allow people to identify with the neighborhood.

IS WEST PORTLAND PARK A 20-MINUTE NEIGHBORHOOD?

Working from this definition of the 20-minute neighborhood concept, Intersect Planning addressed the question of whether or not West Portland Park is a 20-minute neighborhood. The following research questions were developed as basic measures to assess how well the neighborhood fits the 20-minute concept.²⁴

These questions guide the findings in Section V and provide the basis for analyzing West Portland Park within the 20-minute concept framework. While this analysis serves as a case study application of the 20-minute neighborhood concept, it also provides actionable recommendations that the West Portland



Park Neighborhood Association can pursue in their efforts to improve the physical and social character of their neighborhood.

20-MINUTE NEIGHBORHOOD RESEARCH QUESTIONS

Destinations

- Does the neighborhood have a variety of destinations that serve the basic needs of its residents?
- Does the neighborhood have the necessary residential density to support additional commercial destinations?

Connections

- Does the existing pedestrian infrastructure provide safe, convenient, and interesting connections to neighborhood destinations?
- How well does the existing transit infrastructure connect the neighborhood to regional destination points and how easy is it to access by walking?

Supporting Elements

- Does the neighborhood have gathering places and/or organizations that promote social interactions between neighbors?
- Is there sufficient housing diversity to support varying income levels, family sizes, and life stages?
- Are there neighborhood characteristics that promote a unique sense of place?

III. Process and Methodology

Intersect Planning developed a variety of data collection techniques and analysis tools in order to evaluate both the 20-minute neighborhood concept and the feasibility of applying the concept to West Portland Park. As the client for this planning project, the West Portland Park Neighborhood Association informed and guided the data collection efforts throughout the process. Intersect Planning and the West Portland Park Neighborhood Association worked to develop a product that could serve as a starting point for future planning efforts by developing a more complete understanding of the neighborhood's unique assets and challenges.

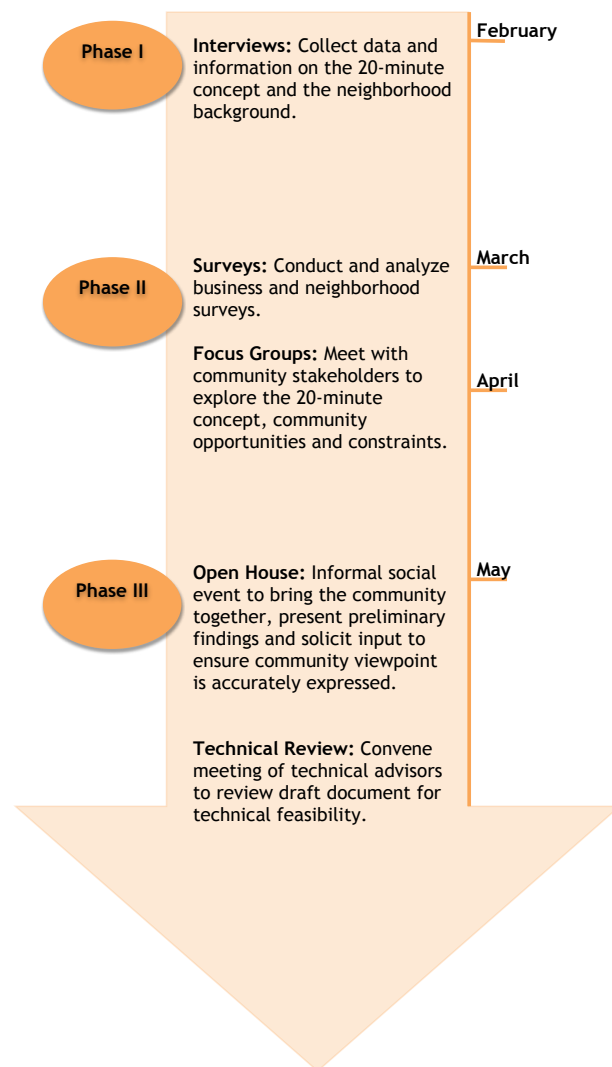
Figure 2 contains a brief overview of specific outreach and analysis methods.

TECHNICAL 20-MINUTE NEIGHBORHOOD CONCEPT REVIEW

Literature Review and Technical Interviews

Intersect Planning conducted interviews with professionals from a variety of fields, including economic development, urban design, transportation and land use planning, and public health. A review of existing literature was also completed, exploring planning theories and tools for creating more walkable and socially-engaged communities. The interviews and literature review helped to shape the working definition of a 20-minute neighborhood, as well as the criteria developed to evaluate the recommendations.

Figure 2: Community Outreach



In addition, a technical review meeting was held on May 15, 2009 with a group of seven technical advisors identified through the initial technical interview process. The interviews, research, and technical review helped to guide the recommendations for West Portland Park, which appear in Section VI, and the 20-Minute Neighborhood Technical Memorandum (See Appendix A). A list of those interviewed and the technical advisors is attached as Appendix B.

WEST PORTLAND PARK TECHNICAL & REGULATORY REVIEW

Regulatory Framework

Intersect Planning reviewed current and past planning documents related to West Portland Park to develop a greater understanding of the history and planning context of the area. These neighborhood, street, and community plans, in addition to the relevant regional and City planning documents, provided the regulatory framework for the development of Intersect Planning's recommendations. (See Regulatory Framework, on page 16.)

Land Use Analysis

An inventory of commercial and institutional tax lots in West Portland Park was completed to explore the neighborhood's existing business environment. The American Planning Association's Land Based Classification System was used as a framework for the inventory. In addition, the commercial areas were evaluated based on their conformance with select commercial pedestrian standards (Portland Zoning Code) and the availability of short-term bike parking for customers. This analysis was used to determine what types of destinations were available to residents of West Portland Park, and further, if those destinations provided pedestrian and bike amenities. This analysis provided a foundation to explore opportunities for potential redevelopment, which would improve the walking environment and use of local services by residents.

Pedestrian Network and Access Analysis

Intersect Planning reviewed primary pedestrian routes—identified in the public outreach process—that individuals take to access popular destinations within the neighborhood. A network analysis in ArcGIS was completed to determine how specific topography impacts walking speeds and route selection.

Neighborhood Business Survey

A two-page survey was hand delivered to 55 neighborhood businesses. The results of these surveys were used to assess the general satisfaction of business owners with the neighborhood, interest in coordination, and finally, to determine potential interest in specific improvements that could contribute to a 20-minute neighborhood. A total of 28 businesses completed the survey. A summary report including the survey instrument is attached as Appendix C.



A community fair at a neighborhood coffee shop at Capitol and Pomona

REGULATORY FRAMEWORK FOR WEST PORTLAND PARK

Metro 2040 Growth Concept (1995)

The Metro Growth Concept provides a growth management strategy for the Portland region. Town centers, as one of the urban design types, are intended to provide services to people within a two- to three-mile radius and are characterized by one- to three-story buildings containing housing and employment opportunities.

Metro's Regional High Capacity Transit System Plan (in process)

This plan is intended to guide regional investments in high capacity transit and will be adopted as part of the Regional Transit Plan. Metro is currently working with local jurisdictions and citizens to evaluate I-5 corridors, including SW Barbur Boulevard, and prioritize projects.

City of Portland Comprehensive Plan (1980)

The Comprehensive Plan sets forth goals, policies and objectives to direct the city's growth, and is currently being updated. Town centers are discussed in a number of the existing plan's goals. For example, the Urban Development objectives 2.15 and 2.18 specifically call for greater residential densities near Metro-designated town centers and require an average minimum density of 15 units per acre within one-quarter mile of town centers.

Southwest Community Plan (2000)

This Plan forwards a vision, policies, and objectives meant to inform the development of Southwest Portland. The West Portland Town Center designation is described as being only conceptual, but is envisioned as "a successful center for employment and housing" with "distinctive offices, shopping opportunities, and homes that attract people of all ages and income levels". However, when the plan was adopted, the City Council recommended the development of a separate land use plan for an area including the West Portland Town Center.

Southwest Hills Resource Protection Plan (1992)

The Southwest Hills Resource Protection Plan provides an inventory, analysis, and recommendations intended to protect Southwest Portland's natural resources. The document also guides development review for proposals in this area.

West Portland Park Study (1979)

This study examined the effects of increased densities on the existing infrastructure and provided recommendations for street improvements and vacations, bike and pedestrian improvements, parks development, and crime prevention strategies.

West Portland Park Neighborhood Plan (completed in 1997, but never adopted)

This Plan outlines a set of policies, programs, and projects intended to guide the development of the neighborhood over 20 years. The plan addresses a number of community desires: quality housing with higher densities concentrated in the Town Center, a multi-modal transportation system, crime prevention and safety, protection of natural resources, increased recreational opportunities, increased sense of community, and a healthy business community.

ESRI Business Analyst

ESRI Business Analyst data were obtained for the West Portland Park neighborhood. The data were reviewed to identify neighborhood demographic trends and spending behavior.

WEST PORTLAND PARK OUTREACH & NEEDS ASSESSMENT

Intersect Planning completed a public involvement process in the neighborhood. Because a number of the amenities within West Portland Park regularly attract non-residents, Intersect Planning broadened the outreach process to include these regular service users in addition to residents.

Neighborhood Association Meetings

Intersect Planning attended all West Portland Park Neighborhood Association monthly meetings between February and June 2009. These meetings provided opportunities for Intersect Planning to regularly update the client, as well as receive feedback on specific aspects of the study.

Client Meetings

Intersect Planning organized twice-monthly check-in meetings with the president of the West Portland Park Neighborhood Association, who served as the client representative, and the West District Planner at the Bureau of Planning and Sustainability. These meetings created additional opportunities for the client to provide feedback and input on the direction of the project.

Neighborhood Observations

Intersect Planning staff traveled extensively around the neighborhood by car, bus, bicycle, and on foot, observing both the static built environment and the dynamic human interactions taking place in the neighborhood.

Neighborhood Interviews

Interviews completed early in the project were designed to gather information about perspectives and interests of

different neighborhood stakeholders. The interviews provided valuable insight on past planning efforts as well as current issues within the neighborhood. These interviews also helped with relationship and capacity building with neighborhood residents, as well as with professionals and organizations that serve the area. The information derived from the interviews helped to shape the public involvement process to fit West Portland Park.

Community Survey

A community survey was developed to collect information from individuals who use existing neighborhood destinations and routes. The survey was administered in three ways: first, it was made available at a number of neighborhood destinations; second, it was administered in person by team members at various neighborhood destinations and at different times of day; and third, it was posted online and advertised throughout the neighborhood and on the Intersect Planning website. A total of 97 community surveys were collected. A summary report including the survey instrument is attached as Appendix D.



Open House participants

Online Resource

Intersect Planning created and maintained a blog (www.intersectplan.blogspot.com) where individuals could learn more about the project and public outreach events. The web address was included on all outreach materials, posted fliers, and surveys. The online version of the community survey was linked from this site to provide an additional opportunity for community input.

Focus Groups and Small Workshops

Intersect Planning organized two small workshops and two focus groups to gather specific perspectives and opinions from residents and users of the neighborhood. Participants provided information on how they use neighborhood services and destinations, what routes they take to access destinations by walking or biking, and what are the existing barriers to walking. While the focus groups provided valuable perspectives on the key destinations and routes in West Portland Park, the participants did not represent the full diversity of all residents within the neighborhood. The information gathered was viewed as a first step in engaging segments of the community in the planning process and was used to inform further analysis of walking routes. A total of 26 people participated in these focus groups and workshops.

FOCUS GROUPS & WORKSHOPS

Workshops were held for the general public in April at the Capitol Hill Library and at the West Portland Park Neighborhood Association monthly meeting. Two focus groups were held: one with Markham House residents and another with participants in the Neighborhood House Parenting Program at Markham Elementary.

Open House

On May 7th Intersect Planning held an open house for the community, in order to present preliminary recommendations and gather additional neighborhood input. Several interactive displays enabled participants to respond to background information and initial recommendations, and to suggest additional ideas. This presentation and social event also provided participants with an opportunity to start talking about neighborhood issues and to learn about community activities. Approximately 50 people attended this open house.



Focus Group and Open House participants

IV. WEST PORTLAND PARK NEIGHBORHOOD ASSESSMENT

In order to evaluate West Portland Park according to the 20-minute neighborhood concept, Intercept Planning considered the existing conditions of the area including land uses and development patterns, natural features, and demographics. This background context informed our understanding of issues and ideas raised by community members through the surveys, focus groups, and other outreach. This section provides an overview of West Portland Park from a 20-minute-neighborhood planning perspective, and concludes with an identification of opportunities and constraints for the neighborhood.

NEIGHBORHOOD CONTEXT

West Portland Park is located in the far southwestern quadrant of Portland. It is bounded by Interstate 5 to the north and northwest, SW 35th Avenue to the east, SW Stephenson Street to the south, and SW 49th Avenue to the west (See Figure 1, page 7). Many people are attracted to the area for its forested character, relative affordability, and easy access to Interstate 5.

POPULATION

In 2000, West Portland Park had 3,775 residents and 1,570 households. The neighborhood is relatively racially and ethnically diverse compared to the surrounding Southwest neighborhoods and the rest of Portland. In West Portland Park,

75 percent reported their racial background as white, compared to 90 percent in the surrounding neighborhoods. Latino, Asian, and Black residents comprise the largest minority groups in the neighborhood at



Jackson Middle School open space

seven, five, and five percent respectively. Approximately 18 percent of residents were foreign born, and among those, 22 percent spoke English 'less than very well.' The age distribution in the neighborhood is similar to the rest of the City, but the population is somewhat younger than the population in the rest of Southwest Portland.²⁵ The median household income was generally higher than Portland as a whole but was lower than in surrounding Southwest neighborhoods. (See Appendix E for more demographic information).

BUILT ENVIRONMENT

The neighborhood has a suburban character. Portions of the neighborhood were already developed when West Portland Park was annexed by Portland in 1978, though some parts of the area, particularly south of SW Dickinson Street, were built out after annexation. The average year built for the residential housing in the neighborhood is 1976. The original subdivision was platted in 1889, and the surveyors were unfamiliar with the area's topography (See Figure 3); therefore, the subdivision was platted on a grid without attention to the challenges that the steep terrain would present to development. Because of the neighborhood's steep slopes, the grid is not completely executed, resulting in a number of gaps in the street network, particularly in the middle of the neighborhood. Many streets are unpaved, and sidewalk coverage is very limited (See Figure 4).

Development in the neighborhood is predominately residential, and single-family houses on large lots dominate the area. About half of households own their residence. Multi-family residential households make up just 14 percent of the residential housing in West Portland Park.

Commercial uses occupy approximately eight percent of the land area in West Portland Park, mostly clustered in two neighborhood commercial nodes. The first node, located at the intersection of SW Capitol Highway, SW Barbur Boulevard, and Interstate 5, contains

auto-oriented businesses including fast food restaurants, hotels, and auto services. This area is a primary entrance to the neighborhood. It is, however, not a welcoming or safe environment for any users: pedestrian facilities are limited, intersection light durations are very short for pedestrians and cars, and turning movements are difficult to understand. In addition, the businesses around the intersection are separated from the street by large parking areas, which further detracts from the pedestrian environment. This node is also linked to a string of dispersed auto-oriented businesses along SW Barbur Boulevard, including several office buildings.

Figure 3: Topography

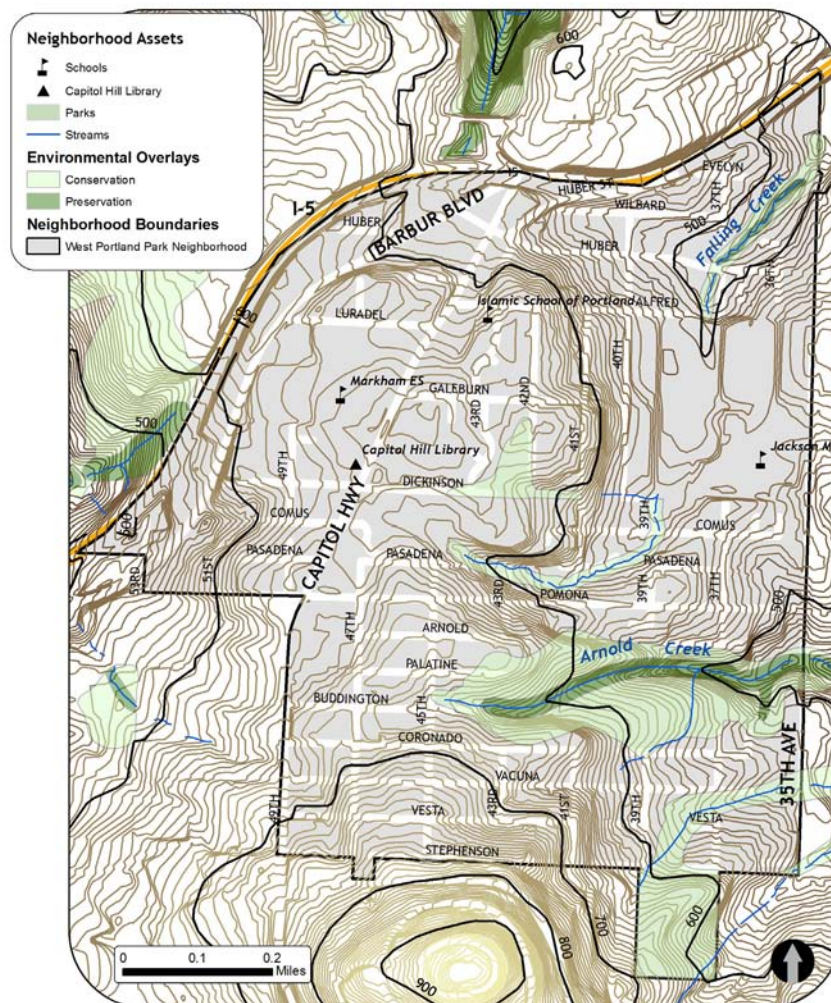
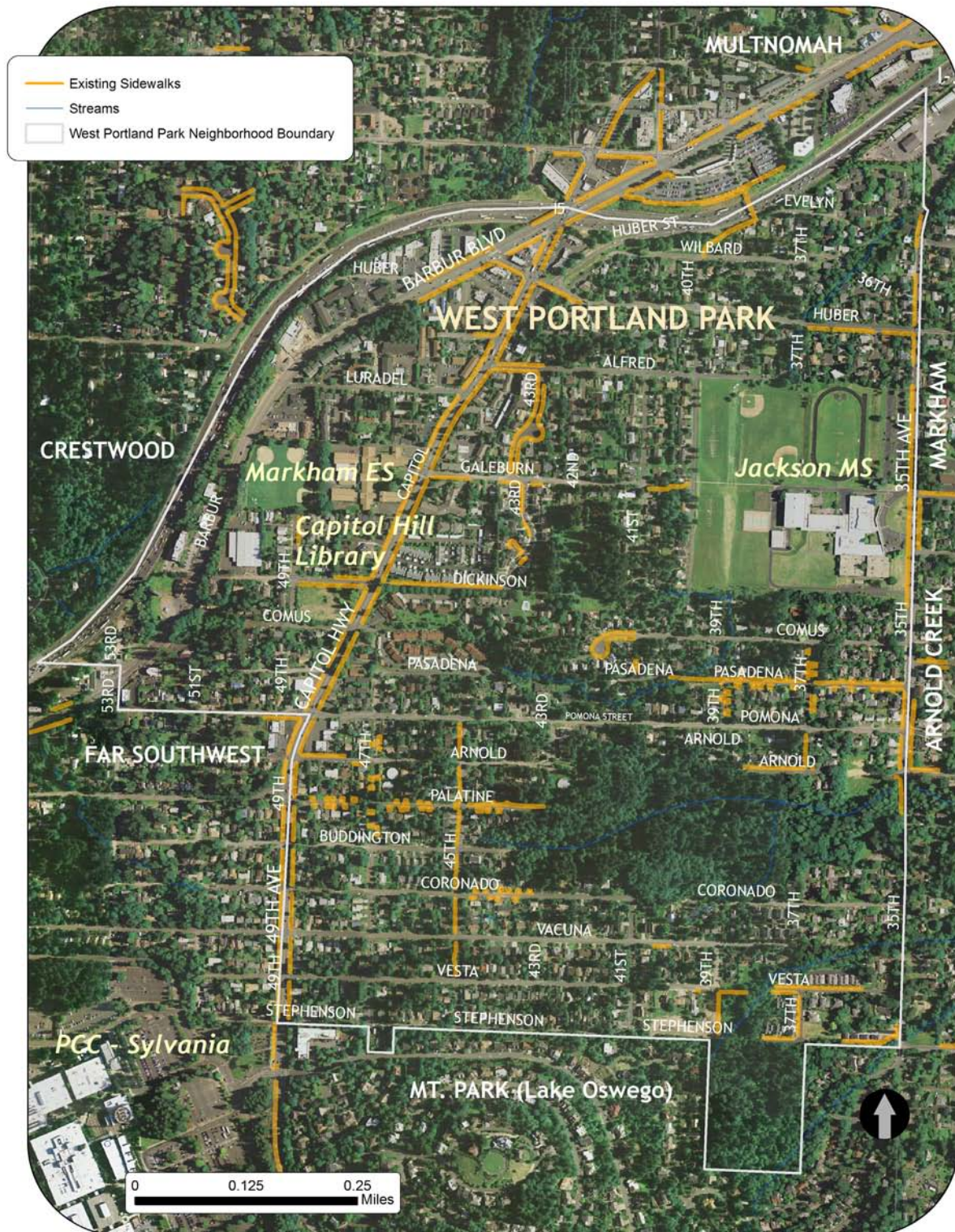


Figure 4: Sidewalk Coverage



Source: RLIS. City of Portland Bureau of Transportation.
Date: April 2009

The second commercial node is located at SW Capitol Highway and SW Pomona Street. This node consists of two single-story strip malls containing convenience stores, a cafe and restaurants, dry cleaners, and a nail salon. A vacant, single-story restaurant building occupies the northwest corner of the intersection and a two-story medical office building is located at the northeast corner. The zoning designation for this area allows retail, service, and business uses with a local or regional market, as well as residential uses. While development in this zone is intended to be pedestrian-oriented, the existing land uses at this node are auto-oriented (See Figure 5).

A third, smaller commercial node is located just outside the neighborhood boundary at its southwest corner across from the entrance to the PCC Sylvania campus. This area contains restaurants, a Mediterranean market and coffee shop, and offices on the second floor.

CIVIC & SOCIAL LIFE

West Portland Park contains a number of neighborhood-serving civic uses, including two public schools, one religious school, and a Multnomah County branch library. In addition, the neighborhood contains two places of worship: the As-Saber Mosque and the Rizwan Mosque.

Markham Elementary is located on SW Capitol Highway at SW Galeburn Street, and Jackson Middle is located on SW 35th Avenue between SW Alfred Street and SW Dickinson Street. The Islamic School of Portland is located on SW Capitol Highway between SW Huber Street and SW Alfred Street near the As-Saber Mosque. Jackson Middle and Markham Elementary both provide venues for neighborhood meetings and sports leagues, and the playing fields and the Jackson track are frequently used amenities for residents of West Portland Park and the surrounding neighborhoods. The public schools both have active Parent Teacher Associations. In addition, the Neighborhood

ZONING IN WEST PORTLAND PARK

Single-Dwelling Residential Zones

The R10 (Residential 10,000), R7 (Residential 7,000) and R5 (Residential 5,000) zones are intended to foster single-family homes.

The R2.5 (Residential 2,500) zone is intended for single-family homes, although both detached and attached housing types are allowed.

Multi-Dwelling Residential Zones

The R2 (Residential 2,000) zone is a low-density multi-dwelling zone characterized by one to three story duplexes, townhouses and garden apartments.

Commercial Zones

The CG (General Commercial) zone is intended for areas with auto-oriented development and is characterized by retail and service type businesses with local and regional markets.

The CN1 (Neighborhood Commercial 1) and CN2 (Neighborhood Commercial 2) zones encourage small-scale commercial uses for the nearby residential areas. Development is intended to be pedestrian-oriented and compatible with the surrounding residential areas.

The CO2 (Office Commercial 2) zone is intended for office uses with a local or regional market. Development is typically somewhat auto-accommodating.

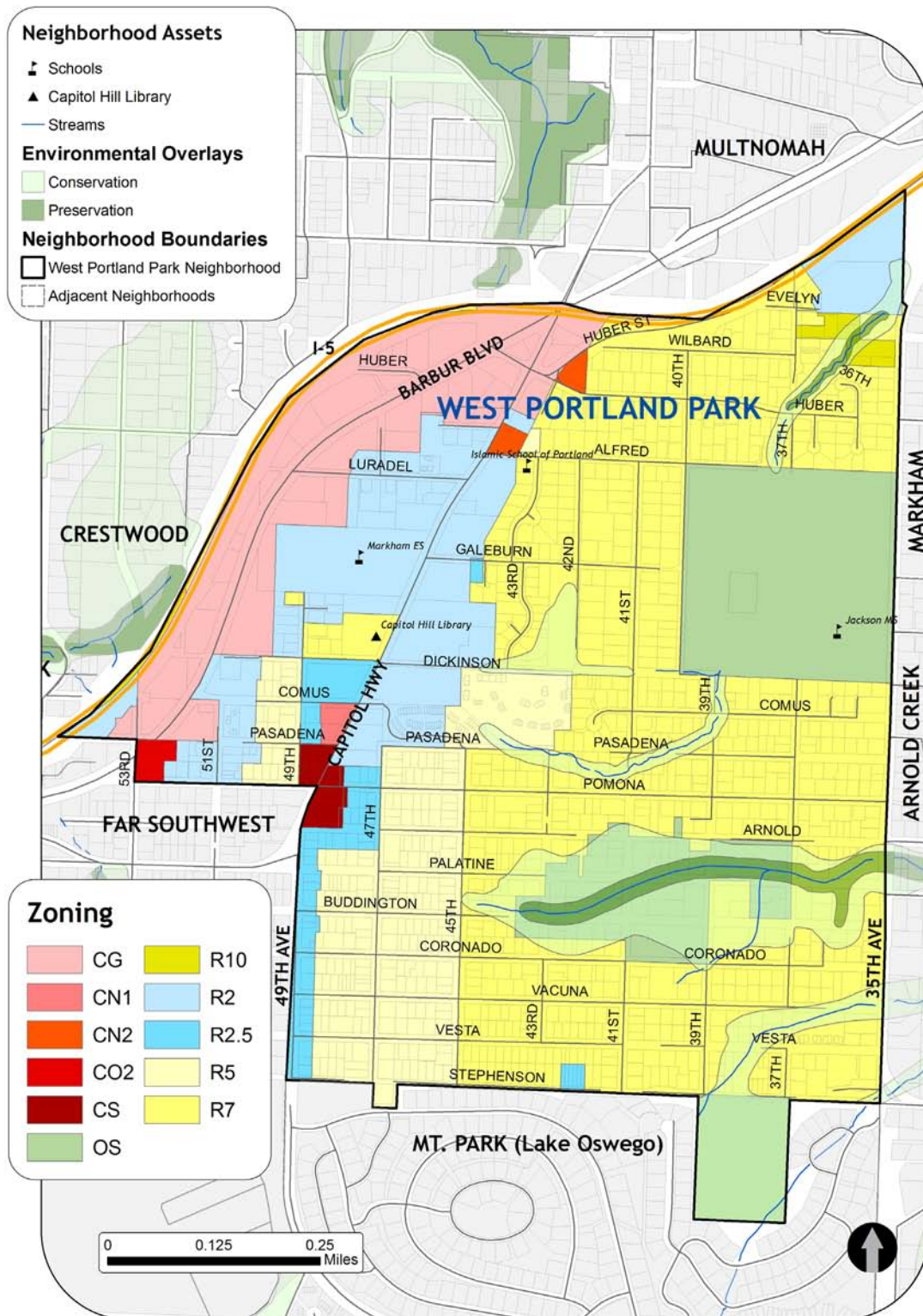
The CS (Storefront Commercial) zone encourages a range of retail and service uses with local and regional markets and encourages development that is sited close to the sidewalk with a storefront character.

Open Space & Environmental Overlay Zones

The OS (Open Space) zone is intended to preserve and enhance public and private open, natural and park space.

The p (protection) and c (conservation) overlay zones either limit development, or encourage development that is sensitive to the site's resources.

Figure 5: Zoning Designations



Source: RLIS.
Date: March, 2009

House, a local nonprofit, operates a number of programs that serve children and parents out of both of the public schools.

Capitol Hill Library, a branch of the Multnomah County Library system, is located on SW Capitol Highway, next to Holly Farm Park. The library has a small community meeting room, and hosts a number of free programs for all ages. The community heavily uses the branch, and in the fiscal year 2008, it had over 147,000 visits.

The As-Saber Mosque is identified as a major civic destination within West Portland Park for both residents and non-residents. The mosque serves as an extension of many Muslim households in the neighborhood and attracts new Muslim residents moving to the Portland area. In addition, the As-Saber Mosque is a major center for the well-established Somali population living within West Portland Park.

The Portland Community College (PCC) Sylvania Campus is located just outside the southwest corner of the neighborhood boundary. The Sylvania Campus serves about 23,000 students annually. Over 50 percent of students commute by car;²⁶ parking and transit access are problematic for students and staff. Residents of the West Portland Park and Far Southwest neighborhoods have had issues with students parking on residential

streets.

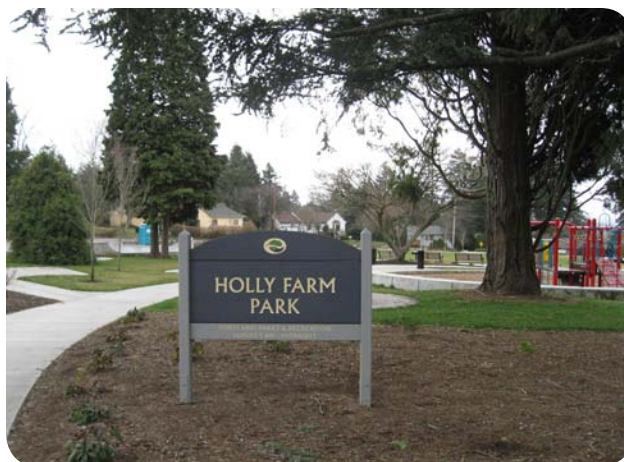
OPEN SPACE, NATURAL FEATURES, & RECREATION

The neighborhood has a number of recreational and natural amenities. There are two parks, open and recreation spaces at both public schools, and a Metro-designated green space all within

the neighborhood boundaries. The area also has a number of creeks, including Arnold and Falling Creeks, portions of which are daylighted.



As-Saber Mosque



Holly Farm Park

Holly Farm Park, the neighborhood's only developed park, was completed in September 2007, and contains a playground, skate park, and grass amphitheater. It is a popular destination, particularly for families and youth, who often combine a trip to the park with a visit to the adjacent public library. Friends of Holly Farm Park has been instrumental in ensuring the maintenance of the park.

Kerr Park is located at the southern edge of the neighborhood. This property was originally owned by Portland Public Schools, and is now owned jointly by the City of Portland and the City of Lake Oswego. The property is difficult to access from the street, is not identified as a public space, and appears to be minimally used. No known improvement or maintenance plans are identified for this park.

Loll Wildwood, also referred to as the West Portland Park Natural Area, is located in the southeastern portion of the neighborhood. The natural area was purchased in 1995 with money from the Metro open space bond measure. This bond measure transferred responsibility of park maintenance and acquisition from Multnomah County to Metro. The area is preserved as a natural habitat area, and therefore is not intended to serve as a recreational site.

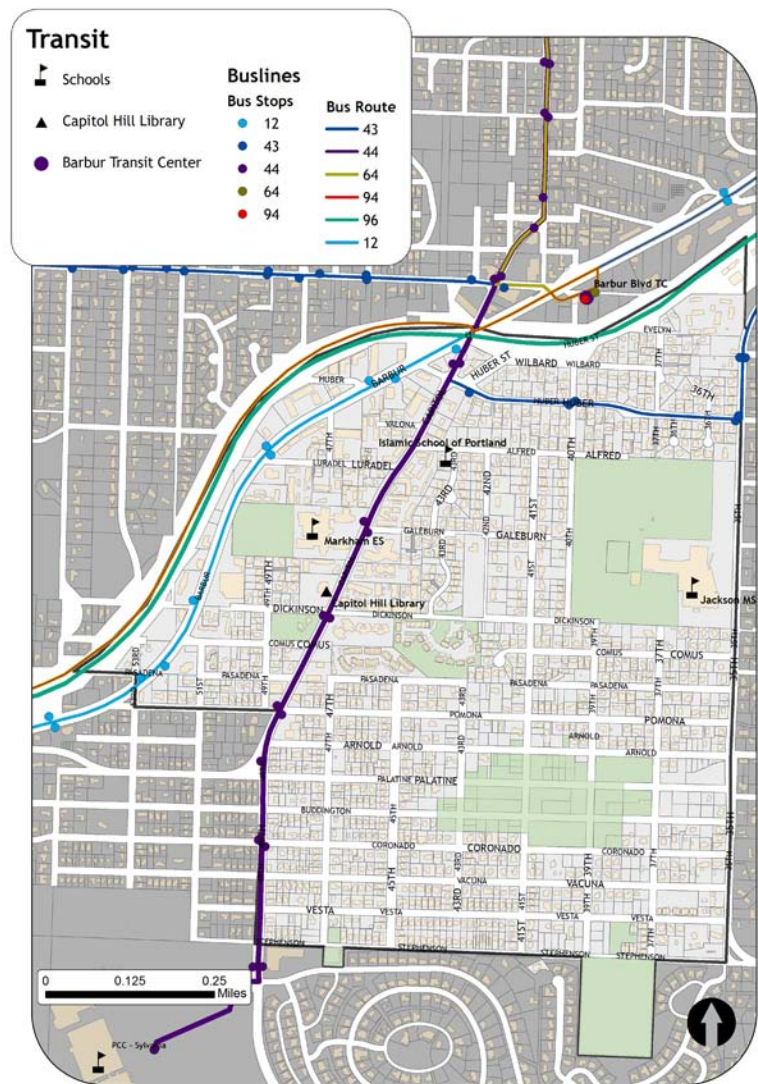
TRANSPORTATION

Pedestrian connectivity and safety have been major neighborhood concerns for many years. A number of neighborhood studies, including The West Portland Park Study (1979), and the 1997 Neighborhood Plan, detailed many specific recommendations for improvements (see Regulatory Framework, page 16). Despite being identified as difficult and unsafe pedestrian routes thirty years ago, they remain unchanged and continue to be problematic.²⁷

Two SW Trails routes—5 and 7—go through the neighborhood. Volunteers collaborating with the City of Portland established these routes, which are a combination of street segments and trails on City-owned property, and are intended to be safer pedestrian routes. Signage, however, is limited, and the routes are difficult to follow without a map.

There are six bus lines serving the neighborhood²⁸ (See Figure 6). Four of these lines are infrequent or are limited to rush

Figure 6: Bus Routes



Source: RLJS
Date: April, 2009

hour service. The #44, which originates at PCC Sylvania and passes through Multnomah Village and Hillsdale Town Center on the way to downtown Portland, runs fairly frequently, and the #12, which starts in Sherwood and travels along SW Barbur Boulevard to downtown Portland, runs at least every 15 minutes.

From the Barbur Transit Center, located just outside the northeastern boundary of the neighborhood, it is possible to access downtown Portland in a twenty-minute transit ride, with a wait of five minutes

PLANNING FOR PEDESTRIANS IN THE TRANSPORTATION SYSTEM PLAN

The Transportation System Plan (TSP) guides development and priorities for the City's transport system. The overall goal is to 'develop a balanced, equitable, and efficient transportation system that provides a range of transportation choices; reinforces the livability of neighborhoods; supports a strong and diverse economy; reduces air, noise, and water pollution; and lessens reliance on the automobile while maintaining accessibility.'

Major neighborhood roadways are classified for various travel modes in an effort to realize this broad goal. Classifications describe the desired function, not necessarily how the roadways are currently operating. Many major streets within West Portland Park classified as 'City Walkways' do not currently meet the standard set by the TSP shown below:

'City Walkways are intended to provide safe, convenient, and attractive pedestrian access to activities along major streets and to recreation and institutions; provide connections between neighborhoods; and provide access to transit'

Streets such as SW Huber, SW Galeburn, SW Pomona, SW 40th and SW Capitol are all recognized as 'City Walkways'. Existing regulations support significant pedestrian improvement to these roadways. The Portland Pedestrian Design Guidelines state that where street improvements are made in existing rights-of-way they should include sidewalk construction.

'Street improvements will be provided with sidewalk improvements on both sides of all streets in Pedestrian Districts and on all City Walkways, and on both sides of most Local Service Walkways. When the existing right-of-way is too narrow to accommodate both street and sidewalk improvements, the following steps to allow room for a sidewalk improvements should be pursued:

- acquire additional Right-of-Way or Public Walkway Easement
- narrow existing roadway in accord with established minimum roadway standards

or less during commuter hours. However, reaching other destinations is much more difficult. The #44 runs only every half hour to every hour on weekends. The most easily accessible destinations from West Portland Park by transit are downtown Portland, Multnomah Village, Hillsdale Town Center, and downtown Tigard. However, the poor pedestrian infrastructure can make it difficult for those who do not drive and have limited physical mobility to reach transit stops. Many neighborhood transit stops are also lacking in furnishings, such as shelters or benches with handholds, to accommodate people with physical limitations.

PLANNING CONTEXT

West Portland Park is likely to experience substantial change over the next few decades. The northern portion of the neighborhood is within the West Portland Town Center, as designated in Metro's 2040 Growth Concept. This designation has not been adopted by the neighborhood or translated into any changes on the ground, but it holds potential for future change in the built environment, including commercial mix and residential density. Metro is also considering a future high capacity transit project along SW Barbur Boulevard, which could have a major impact on the neighborhood.

There is a history of contentious planning processes in Southwest Portland. Many plans and studies have been prepared, yet community residents have expressed frustration that little has resulted from these efforts.

COMMUNITY INPUT

As discussed in Section III, Intersect

Planning engaged with the West Portland Park community in a number of ways: interviews, surveys, focus groups and workshops, and a community open house. The input collected through this outreach provided vital information about the ways that residents use the neighborhood, and the opportunities and constraints to the realization of the 20-minute concept in West Portland Park. Below is an overview of the insights gained from community members. Combined with the analysis of neighborhood conditions, this community input formed the foundation for the recommendations in Section VI.

Destinations

Focus groups and surveys, as well as informal conversations with community members revealed the neighborhood destinations that residents visit most frequently, as well as the types of commercial destinations people would like to see added to West Portland Park.

Residents and non-residents frequently visit several popular civic destinations within the neighborhood. These include Capitol Hill Library, Markham Elementary and Jackson Middle Schools, the PCC Sylvania campus, and the As-Saber Mosque. The parks and open spaces are also important amenities, primarily Holly Farm Park and the track and field at Jackson Middle School.

"Please look at the area around the Islamic School of Portland. A crosswalk should be put there. It is very dangerous for the students and Muslim citizens."

- Open House Participant



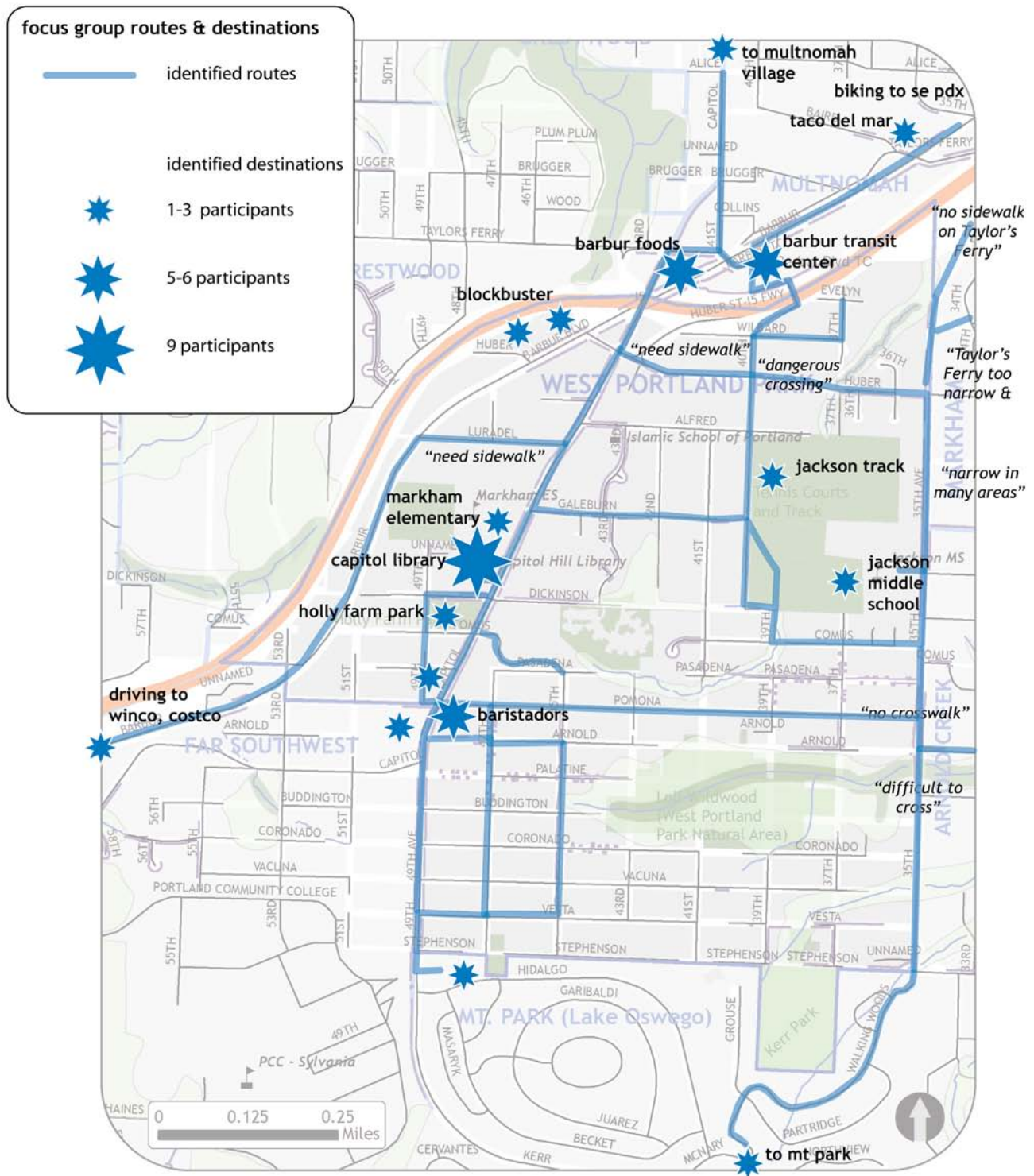
Pedestrian crossing SW Capitol Highway at SW Luradel

Participants also identified neighborhood restaurants and coffee shops as popular commercial destinations. While some residents reported shopping at Barbur World Foods, most residents travel much farther outside of the neighborhood to buy their groceries. Only one-fourth of survey respondents stated that they were satisfied with the selection of businesses in the neighborhood, indicating that a wider variety of destinations would increase the vitality of the commercial areas. Some of the recommended commercial destinations include a bookstore, bakery, post office, grocery store, and full service restaurants.

Connections

Over half of those who completed the community survey identified that they typically drive to neighborhood destinations, which in conjunction with the comments made by participants at the focus groups, indicates the deficiencies of the neighborhood's pedestrian environment. A

Figure 7: Focus Group Routes and Destinations



lack of sidewalks and safe crossings were frequently mentioned as primary barriers to walking to neighborhood destinations. Both business and community survey respondents identified the need for safe pedestrian infrastructure in the neighborhood, and identified the low quality or absent pedestrian amenities as one of the things they liked least about West Portland Park. The lack of safe connections in the neighborhood is particularly relevant to those whose mobility is compromised, such as small children and people with physical disabilities. Children traveling to and from school face such challenging environments that parents often choose to drive their children even a short distance to school, rather than let them travel on foot or by bicycle.

Focus group and workshop participants provided valuable perspective on the pedestrian environment in West Portland Park. Using a series of mapping exercises, participants identified the pedestrian routes they frequently take to reach neighborhood destinations. They also noted any barriers or challenges that influence their route choice. The commonly frequented routes generally lack sidewalks and require people to walk along the street shoulder (See Figure 7).

In addition, the challenge of crossing busy streets poses a barrier to pedestrian access. The area along SW Capitol Highway is of particular concern because it includes many popular destinations such as Capitol Hill Library and Holly Farm Park, but has

few safe pedestrian crossings. Focus group participants, as well as interviewees, cited the As-Saber Mosque as a daily walking trip destination, with many members walking to the mosque five times a day to pray. The intersection of SW Capitol Highway and SW Luradel Street is heavily used by residents crossing from the multi-family homes on the west side of SW Capitol Highway to the As-Saber Mosque on the east side. The lack of a safe crossing at this location presents a major obstacle to pedestrians.

"It's not really a neighborhood"
- from Community Survey



SW Capitol Highway commercial area

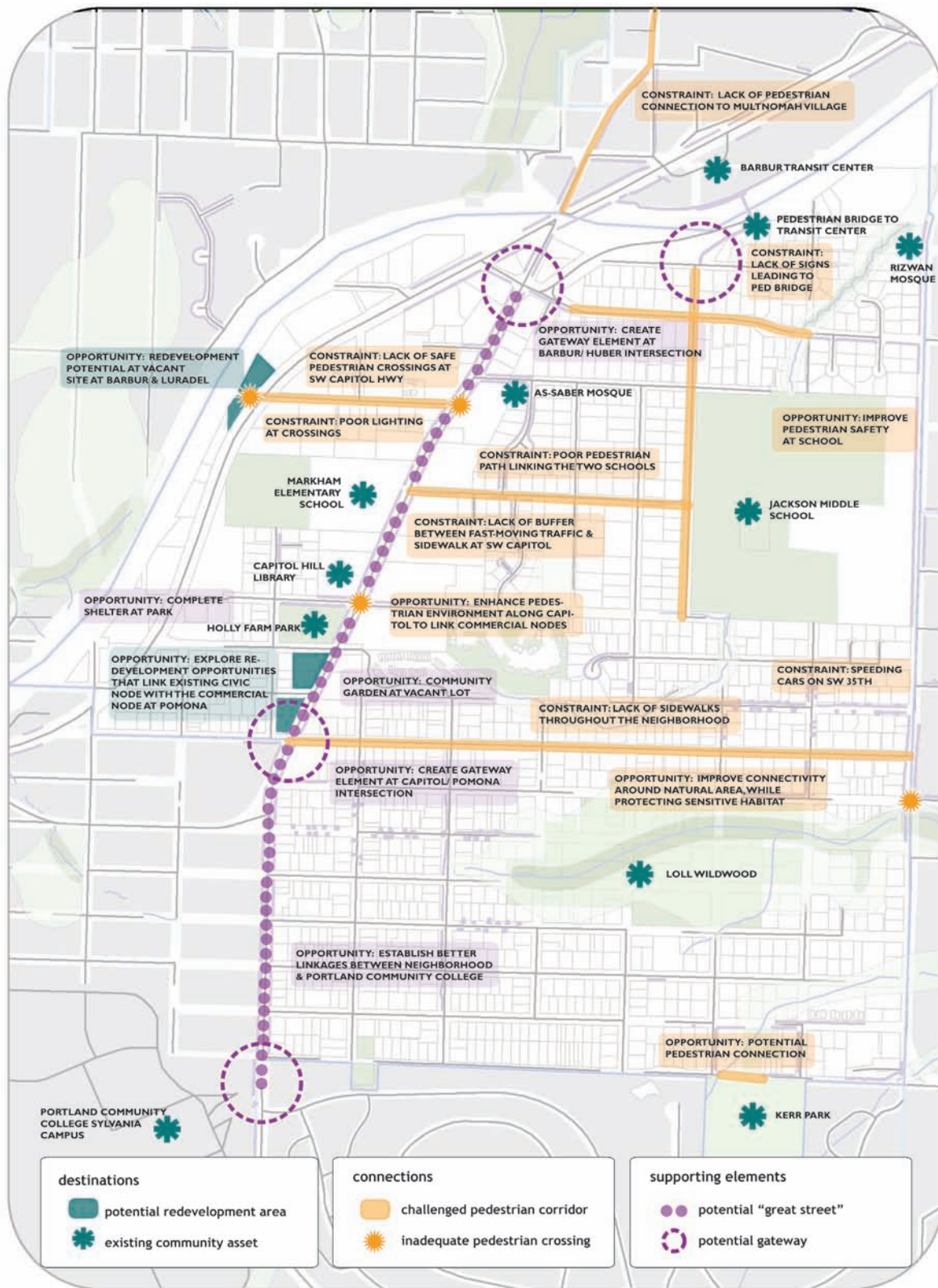
Supporting Elements

The diversity in West Portland Park and the friendliness of its residents were frequently cited as assets of the neighborhood. The diversity of the population, in terms of ethnicity, income, and age, makes it stand out from surrounding neighborhoods.

While West Portland Park has a number of distinguishing characteristics and amenities, many residents do not identify West Portland Park as a distinctive neighborhood. Many residents and visitors were unfamiliar with the name of the neighborhood

and did not know about the official neighborhood boundaries. Community members also commented on the lack of character in commercial buildings and uses. However, many individuals do identify a sense of place anchored by the civic node on SW Capitol Highway and an appreciation of the neighborhood's natural environment. These assets provide opportunities to build community and foster a sense of place within West Portland Park, both for the Neighborhood Association and the neighborhood in general.

Figure 8: Opportunities and Constraints



There is some diversity in housing, offering potential options for large families or seniors considering moving from a house to an apartment. However, the available multi-family housing varies in quality and is primarily concentrated in one part of the neighborhood. Some residents specifically mentioned the low-quality rental housing as a negative factor in the neighborhood.

OPPORTUNITIES AND CONSTRAINTS

The neighborhood assessment revealed several opportunities and constraints to West Portland Park meeting the criteria for the 20-minute neighborhood concept. The following section provides an overview of these findings as they relate to possible future planning actions in West Portland Park. Figure 8 is a synthesis of these findings.

Destinations

The neighborhood analysis identified a number of destinations within West Portland Park that provide services to the local community. The neighborhood has many popular civic and institutional destinations, as well as parks and open spaces. However, the existing commercial areas seem to cater to a more regional market and are primarily accessed by automobile. There is also a lack of retail services.

A few select redevelopment sites have been identified within the neighborhood. These sites have the potential to provide the pedestrian-oriented, neighborhood-serving commercial development that is currently missing in West Portland Park. The first site identified for potential redevelopment is located between SW Pomona Street and SW Comus Street, and consists of four tax lots that front onto SW Capitol Highway. The commercial zoning at this site promotes pedestrian-oriented commercial development and also allows for residential uses. Mixed-use redevelopment at this site would enhance the pedestrian environment, link the neighborhood's civic node with



Potential redevelopment sites on SW Capitol Highway

the commercial node at SW Pomona Street, and has the potential to add to the neighborhood's housing diversity.

The second site is located at the north side of SW Barbur Boulevard at SW Luradel Street. The City currently owns the site, and is no longer considering a previous plan for a new fire station due to budget constraints. The site's current zoning allows for a mix of commercial and residential uses. A lot directly to the west of this site is currently for sale, creating the potential for consolidation. However, the location between I-5 and SW Barbur Boulevard presents some major challenges to housing development.

Connections

The neighborhood lacks clear and safe pedestrian routes that make walking convenient and desirable. There are a number of destinations within the neighborhood, yet the lack of a safe and connected pedestrian environment deters many residents from walking to these destinations.

Intersect Planning has identified the most feasible pathways to connect residents with important neighborhood destinations and adjacent commercial centers. These pathways, labeled “challenged pedestrian corridors” in Figure 9, are already primary pedestrian paths that link residences with destinations; however, these routes require infrastructure improvements to increase pedestrian safety and to create a more pleasant walking environment.

In addition, specific intersections within the neighborhood would benefit from safety improvements that facilitate pedestrian travel. For example, improved crossings at SW Luradel Street and SW Dickinson Street would provide safe pedestrian connections to major neighborhood destinations like the As-Saber Mosque, Holly Farm Park, and Capitol Hill Library. Additional crossings may also help to slow down traffic along SW Capitol Highway and SW 35th Avenue, creating a more comfortable pedestrian environment.

Another asset identified by residents and users of the neighborhood is the I-5 pedestrian bridge that leads to the Barbur Transit Center. The bridge is located at the end of a dead end street, with no sign indicating its presence and a “no outlet” sign intended for auto traffic. A simple pedestrian sign at SW Huber Street and SW 40th Avenue could remedy this situation.

The installation of sidewalks and signalized crossings will enable residents to reach neighborhood destinations on foot, but additional pedestrian enhancements are

needed throughout the neighborhood to further encourage walking. For example, street trees, and/or on-street parking along SW Barbur Boulevard and SW Capitol Highway, and additional landscaping between parking areas and the public sidewalk, would help to enhance the sidewalk environment for pedestrians. Creating a more comfortable and safer pedestrian environment along SW Capitol could also help link the civic and commercial nodes.

Supporting Elements

The neighborhood lacks identifying characteristics that brand it as a distinct place. The West Portland Park Neighborhood Association recently secured funding for street sign caps that read “West Portland Park” and the majority of the sign caps have been installed; yet there are still a number of opportunities for additional elements that will help to define the neighborhood. For example, the commercial nodes along SW Capitol Highway at SW Huber, SW Pomona, and SW Stephenson Street, as well as the I-5 pedestrian bridge, present excellent opportunities for gateway elements.

Opportunities also exist along SW Capitol Highway and SW 49th Avenue to create a “great street”, which could serve as a gathering place for neighborhood residents. Making SW Capitol Highway a place where people want to spend time could help build social connections among the neighborhood’s diverse residents. In addition, one lot along SW Capitol Highway is currently serving as an informal community garden for residents of nearby apartments. Building upon this activity could serve the dual purpose of providing a source of healthy food for the neighborhood and strengthening neighborhood connections. Finally, original plans for Holly Farm Park included a shelter covering the talking circle that has yet to be installed. A covered space at this park would provide another public gathering place for that could be used year-round.

V. FINDINGS

Intersect Planning conducted an analysis of West Portland Park to consider how it meets the 20-minute neighborhood concept definition. Based on the public outreach and analysis discussed in Sections III - IV, Intersect Planning assembled the following findings to answer the research questions from Section II. The five key findings from this analysis are:

1. West Portland Park lacks the pedestrian connections necessary for equitable access to neighborhood destinations.
2. The neighborhood has a variety of valuable destinations, both commercial and civic, but does not have the full complement of destinations that would support a 20-minute neighborhood.
3. There are opportunities to build greater social capital within the neighborhood, given the diverse population, organizations, and interests.
4. West Portland Park would benefit from additional investments in establishing a distinct neighborhood character.
5. Improved housing diversity would advance the neighborhood's ability to meet the evolving needs of the community and would support additional neighborhood-serving businesses.

KEY FINDING 1: West Portland Park lacks the pedestrian connections necessary for equitable access to neighborhood destinations.

20-minute concept research questions:

Does the existing pedestrian infrastructure provide safe, convenient, and interesting connections to neighborhood destinations?

How well does transit infrastructure connect the neighborhood to regional destination points and how easy is it to access by walking?

CONDITION OF FACILITIES

Lack of sidewalks: Only 8.8 percent of the neighborhood streets are developed with sidewalks. Approximately one-third of community survey respondents identified low-quality or absent pedestrian amenities as one of the things they liked least about the neighborhood.

Auto-oriented commercial areas: Neighborhood commercial areas lack pedestrian amenities (See Figure 9). Only 17 percent of businesses have a pedestrian connection from the sidewalk—where public sidewalks are present—to the main entrance of the building. Fewer than half

of the businesses (44 percent) have a main entrance visible from the street to provide legibility for pedestrians. Nearly 78 percent of business survey respondents felt that pedestrian safety improvements were very important or important.

Lack of signage: The absence of directional signs makes the neighborhood difficult to navigate for pedestrians. For example, there is no signage for the pedestrian bridge over Interstate 5 that leads to the Barbur Transit Center and SW Barbur Boulevard. Additional signing at the SW Trails urban walking routes could make these routes more legible for those not familiar with specific trails.

Challenging walking routes: Unpaved routes, gravel on street shoulders, and non-continuous sidewalks are hard for pedestrians to maneuver. Fifty-seven percent of community survey respondents identified that improved sidewalks would increase the likelihood that they would walk in the neighborhood.

Uncomfortable walking routes: High traffic speeds, in conjunction with the absence of buffers between the sidewalks and streets—such as street trees or on-street parking—create an unpleasant walking environment along both SW Barbur Boulevard and SW Capitol Highway.

CONNECTIVITY OF STREET NETWORK

Lack of effective connections: SW Pomona Street, SW Galeburn Street, and SW Huber Street—the primary east-west streets—are in poor condition in some areas and lack contiguous sidewalks. Focus group and survey results indicated that the poor quality of east-west routes creates barriers for residents, particularly for accessing the schools. SW Pomona Street, SW Galeburn



Interruptions in the street network create challenges for pedestrians.

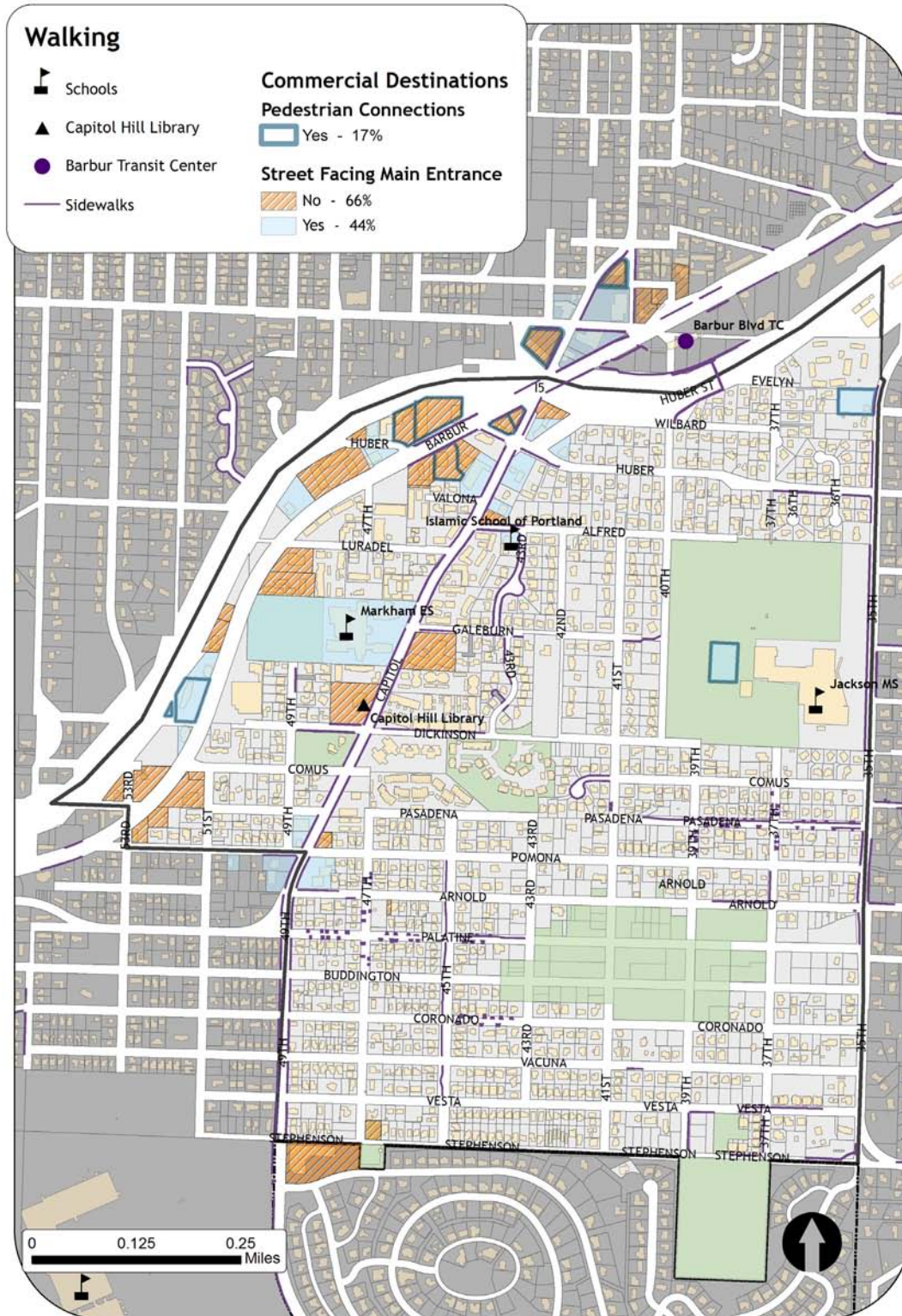
Street, and SW Huber Street are designated in the City of Portland's Transportation System Plan as City Walkways and City Bikeways yet, the streets lack sidewalks and marked bike lanes.

Oddly shaped and/or large lots frequently interrupt street connectivity especially for north-south streets. The primary north-south pedestrian routes include SW Capitol Highway, SW 35th Avenue, SW 40th Avenue, and SW 45th Avenue. Lack of through connections at Loll Wildwood presents barriers to both north-south and east-west travel within the neighborhood. The hilly terrain presents additional challenges to pedestrian movement in the neighborhood.

PEDESTRIAN CROSSINGS

Safety concerns at crossings: While SW Capitol Highway has sidewalk coverage from SW Barbur Boulevard to SW Stephenson Street, the lack of safe crossings presents a major challenge to neighborhood residents. The only signalized crossings along SW Capitol Highway in West Portland Park are located at SW Huber Street, SW Galeburn

**Figure 9: Pedestrian Facilities:
Commercial and Institutional Destinations**



Source: RLIS
Date: April, 2009

Street, and SW Pomona Street. There were 13 separate crashes involving injuries to pedestrians and one fatality in the SW Capitol Highway corridor from SW Huber Street to SW Pomona Street between 1995 and 2004. The intersection of SW Capitol Highway and SW Luradel Street has been identified as a specific priority area through observation and focus groups. It is heavily used by residents crossing from homes on the west side of SW Capitol Highway to the As-Saber Mosque on the east side. Many residents cross to the Mosque multiple times a day for prayer, often with small children.

Pedestrian crashes with injuries on SW Capitol Highway: 1995-2004

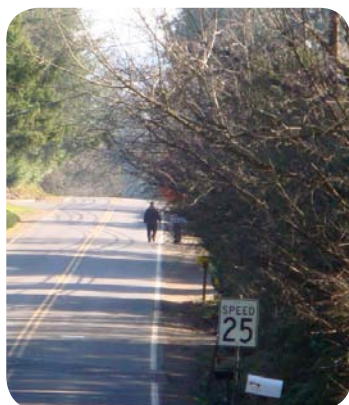
Location of crash	Number of crashes
Huber	5 Injury
Luradel	4 Injury & 1 Fatality
Galeburn	1 Injury
Pomona	2 Injury

ACCESS TO TRANSIT

Barriers to transit stops: Focus group participants identified a lack of sidewalks as a barrier to walking and accessing transit.

Limited transit amenities: SW Capitol Highway is designated in the Transportation Systems Plan as a transit access street, for which amenities like shelters and benches are “appropriate,” but the street currently has limited amenities.

Few transit connections to nearby communities: West Portland Park has relatively good transit access to downtown employment and retail centers, but limited direct access to other areas of Southwest Portland and surrounding communities.



A lack of sidewalks and paved streets can create challenges for pedestrians. In the center is a pathway to the pedestrian bridge to Barbur Transit Center.

KEY FINDING 2: The neighborhood has a variety of valuable destinations, both commercial and civic, but does not have the full complement of destinations that would support a 20-minute neighborhood.

20-minute concept research questions:

Does the neighborhood have a variety of destinations that serve the basic needs of its residents?

Does the neighborhood have the necessary residential density to support additional commercial destinations?

As illustrated in Appendix F, 20 Minute Walking Coverage Areas, the neighborhood contains a number of businesses and amenities that provide access to food, personal services, retail and entertainment, and parks and open Space.

CIVIC AND INSTITUTIONAL DESTINATIONS

Civic and institutional assets: The neighborhood has civic and institutional destinations that are attractive walking destinations. For example, community survey respondents identified the Capitol Hill Library as the primary destination within West Portland Park, with 72 percent of respondents identifying that they frequently visit the library. The Capitol Hill Library, along with Holly Farm Park and Markham Elementary creates what survey respondents and focus group participants identify as a valuable civic area for the neighborhood. In the community survey results, Markham Elementary was the fourth most frequently visited destination within West Portland Park with 14 percent of respondents visiting frequently.

Both the As-Saber Mosque and Portland Community College (PCC) are valued neighborhood institutions. Thirty-six percent of community survey respondents frequently visit the PCC Sylvania Campus, making it the second most-popular amenity identified

FIGURE 10: EXISTING NEIGHBORHOOD DESTINATIONS

Number of Food-related Businesses		Number of Personal Service Businesses	
Coffee Shop	2	Accountant	1
Convenience Store	2	Attorney	2
Fast Food Restaurant	3	Dry Cleaner	3
Full Service Restaurant	9	Health Clinic	2
Grocery Store	1	Insurance Agent	2
Specialty Market	1	Pharmacy	1
Parks and Open Spaces		Print and Photo Shop	1
Holly Farm Park		Salon	5
Kerr Park		Veterinarian and Pet Supplies	3
Jackson Middle School Track and Field			
Loll Wildwood Natural Area			

in the survey. The As-Saber Mosque was identified as a major destination within West Portland Park for both residents and non-residents.

HEALTHY FOOD

Food needs are not being met within the neighborhood: While there is a full-service grocer just outside the neighborhood boundary, Barbur World Foods, the majority of those surveyed travel well outside of the neighborhood to do most of their grocery shopping. Focus group participants said they would like to access fresh fruits and vegetables and staples such as milk and bread without having to cross SW Barbur Boulevard. Forty-seven percent of community survey respondents do most of their grocery shopping at Fred Meyer. The closest Fred Meyer is approximately two miles from the northern neighborhood boundary. Thirty-five percent of survey respondents do most of their grocery shopping at Winco, which is located in Tigard, approximately two and a half miles from the northern boundary of the neighborhood.

Survey respondents identified a number of food-related businesses that they would like to see in West Portland Park, including a bakery, grocery store, and full-service restaurants. Two of the five restaurants in the Pomona/Capitol node have little or no customer seating, making it less likely that residents will walk to patronize those businesses.

PERSONAL SERVICES

Service-oriented commercial options: Figure 10 illustrates the personal services that are available to neighborhood residents. Many participants in the focus groups and workshops identified that they would like to have a bank branch within the neighborhood, and 21 percent of survey respondents also expressed the desire for a bank.

PARKS AND OPEN SPACE

Parks and open space are valued assets: Figure 10 lists the parks and open spaces that are within the neighborhood boundaries. Thirty-five percent of those who responded to the community survey frequently visit the track and field at Jackson Middle School. Thirty-two percent of survey respondents frequently visit Holly Farm Park, and conversations with neighborhood residents indicate that the park is a popular neighborhood destination.

RETAIL AND ENTERTAINMENT OPTIONS

Limited neighborhood-serving retail and entertainment options: The commercial land use inventory, as well as comments from focus group sessions, revealed that the neighborhood lacks goods- and entertainment-oriented businesses. The only entertainment-oriented business located in the neighborhood service area is a video rental store. Thirty-eight percent of survey



Falling Creek

respondents would like to have a bookstore in the neighborhood.

DENSITY

Density limitations: The existing net residential density of 4 DU/AC is not sufficient to support expanded neighborhood commercial development. According to one retail planner, about two thousand households are required within a one-mile radius to support a cluster of five to eight neighborhood-serving businesses, all of which would not be able to operate if they were stand-alone, located on a major road²⁹. About seven thousand households within a two-mile radius are required to support a larger “neighborhood center” that would include a grocery store. West Portland Park does not have the density to support a neighborhood center. Increasing density in the neighborhood will increase the neighborhood’s capacity to support more diverse local businesses.

KEY FINDING 3: There are opportunities to build greater social capital within the neighborhood, given the diverse population, organizations, and interests.

20-minute concept research question:

Does the neighborhood have gathering places and/or organizations that promote social interactions between neighbors?

Opportunities to build social connections: Only 12 percent of community survey respondents stated that they often get together with their neighbors. Low participation rates are reported for the West Portland Park Neighborhood Association.

There are key opportunities for community

building around the neighborhood parks and natural areas. Friends of Holly Farm Park is an informal organization of volunteers who work to maintain the park. Both Jackson Middle School (Falling Creek daylighting project on the campus) and the Rizwan Mosque (invasive species removal in Falling Creek) are working on watershed restoration projects.

There are also opportunities to build relationships among the diverse groups within the neighborhood. Many in the community view the neighborhood’s cultural diversity as an asset. A number of community survey respondents indicated that diversity was one of things they liked most about the neighborhood, and many focus group and workshop attendants also valued the diversity in the neighborhood.

KEY FINDING 4: West Portland Park would benefit from additional investments in establishing a distinct neighborhood character.

20-minute concept research question:

Are there neighborhood characteristics that promote a unique sense of place?

Lack of distinct identifiers: Survey and focus groups results revealed that many residents and visitors either did not identify with the West Portland Park neighborhood, or did not know about the official neighborhood boundaries altogether. West Portland Park lacks physical markers to indicate neighborhood boundaries. The entrances to the neighborhood, both at the north end of the I-5/SW Barbur Boulevard intersection and at the PCC Sylvania campus are dominated by regional commercial uses.

Opportunities to build upon existing characteristics: The natural environment was identified as a key characteristic that attracted residents to the neighborhood. The neighborhood has a number of excellent

views of Mt Hood and other areas of Portland that distinguish it from other areas of the city. Many residents and visitors identify with the destinations at the civic node (Capitol Hill Library, Holly Farm Park and Markham Elementary School).

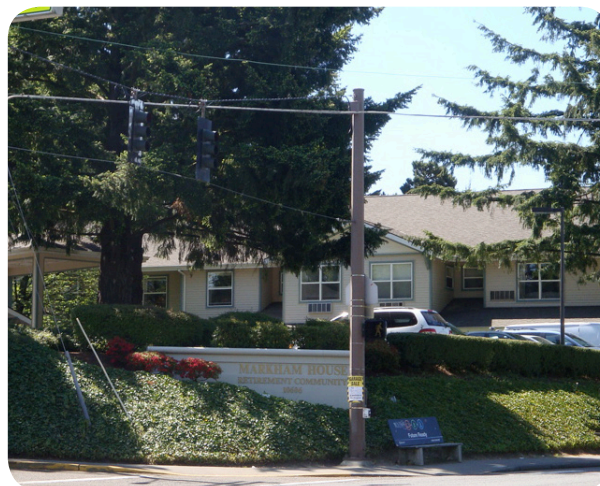
KEY FINDING 5: Improved housing diversity would advance the neighborhood's ability to meet the evolving needs of the community and would support additional neighborhood-serving businesses.

20-minute concept research question:

Is there sufficient housing diversity to support varying income levels, family sizes, and life stages?

Accommodating zoning: The neighborhood's existing residential zoning designations allow for diverse housing types, from single-family homes to garden apartments. The zoning code also allows for Accessory Dwelling Units in residential zones, which creates additional housing opportunities within the neighborhood.³⁰ The commercial zoning designations within West Portland Park allow for residential uses.

Housing affordability: A household is considered "rent-burdened" if combined housing expenses exceed 30 percent of gross income. 45.5 percent of renting households are "rent-burdened" compared to 22.8 percent of households that own their home.³¹ Renters in West Portland Park are thus disproportionately impacted by limited housing costs. West Portland Park experienced an increase in cost-burdened renter households between 1990 - 2000 (an increase between 3.2 - 7.5 percent)³². However, further analysis is needed to assess the housing needs of residents in West Portland Park.



Markham House retirement community

VI. RECOMMENDATIONS

The analysis of West Portland Park yielded information to support four primary recommendations that advance the 20-minute concept within West Portland Park. Each recommendation is followed by a series of short-term and long-term action items that the West Portland Park Neighborhood Association can pursue in their efforts to improve the physical, economic, and social character of the neighborhood. The following section describes each of the recommendations and how they advance the 20-minute neighborhood concept, as well as detailed action items for each. Additional information on the action items is provided in tables at the end of this section.

Seven criteria were established to evaluate the potential of each recommended action to advance the 20-minute neighborhood concept, as defined by Intersect Planning. These criteria were used to determine general priorities for implementation. (See discussion of Evaluation Criteria later in this Section.)

RECOMMENDATIONS

1. Improve Opportunities for Access
2. Enhance Commercial Destinations
3. Build Neighborhood Identity and Character
4. Foster a Diverse, Equitable, and Connected Community

RECOMMENDATION 1: IMPROVE OPPORTUNITIES FOR ACCESS

In order to access services and social networks to meet their daily needs, residents need to be able to move safely and easily through the neighborhood. Walking is the most basic mode of transportation available to most members of society, and should be supported as much as possible in West Portland Park. Research³³ indicates that pedestrians primarily choose routes based on maximum efficiency, and then consider safety, attractiveness of the route, sidewalk quality, and the absence of long waits at traffic lights. West Portland Park's potential pedestrian routes have barriers related to each of these categories.

Walking to destinations is the fundamental concept on which the 20-minute neighborhood is based. Without improvement to pedestrian infrastructure in West Portland Park, other improvements to the economic and social environments will have minimum impact. Several routes that are currently used by residents are designated as City Walkways. Priority should be given to improvements along these routes in order to provide access to specific destinations and provide connections through the neighborhood. Table 1

outlines suggested route and connection improvement priorities.

Action 1.1: Improve primary pedestrian routes in the neighborhood and identify appropriate improvements. Improvements should align with the designation of these routes as City Walkways in the Transportation System Plan. Table 1 contains recommendations for specific routes.

Action 1.2: Improve crossings of SW Capitol Highway in order to increase pedestrian access to primary neighborhood destinations. Table 1 contains recommendations for specific intersections.

Action 1.3: Develop better signage for pedestrian routes and specific access points in order to increase the visibility to neighborhood residents. For example, provide a sign at SW 40th

Avenue and SW Huber Street directing pedestrians to the bridge to the Barbur Transit Center. Continue to promote the SW Trails system to area residents and improve signage along these pathways.

Action 1.4: Work with the existing Safer Routes to School program and the City of Portland on a pedestrian safety education campaign for school children. Encourage Markham Elementary and Jackson Middle Schools to collaborate on this campaign.

Action 1.5: Improve street lighting on key pedestrian routes to enhance safety.

Action 1.6: Promote “safe routes to transit” to facilitate transit use by populations of different ages and abilities. This could include improved pedestrian routes, places to rest along the way, and crossings and sidewalks that meet ADA standards. In addition, improved facilities at #44 bus stops on SW Capitol Highway at SW Galeburn Street, SW Pomona Street, and SW Barbur Boulevard and SW Huber Street, including covered shelters and benches with handholds, would better serve populations of different ages and abilities.

Action 1.7: Research the potential for a Southwest neighborhood ‘jitney’ to connect destinations within Southwest Portland and adjacent suburban locations. Most frequent service bus lines radiate out from the city center. Localized neighborhood or district routes that run in a circle and are more flexible in their routes and times may be a creative alternative to address local transit needs. A possible route could connect Tigard to the PCC Sylvania Campus, Multnomah Village, and Hillsdale.

Portland Safer Routes to School (SR2S)

The Portland SR2S provides education to students and parents about the skills and information they need to be safe pedestrians, bicyclists, bus and transit riders, vehicle passengers, and motorists. SR2S works with Kindergarten – 6th grade students and parents. The program also works with parents and students to encourage walking, biking and taking transit more frequently. SR2S also promotes safety and awareness through the enforcement program. The engineering program provides safe walking route maps, traffic-engineering support to examine neighborhood transportation conditions, and works with neighborhoods to help prioritize solutions to community safety challenges. SR2S also works with neighborhoods to evaluate their success.

TABLE 1: RECOMMENDED PEDESTRIAN IMPROVEMENTS

Action	Street/Location	Improvements	Considerations
1.1 Improve routes	Huber (35th Ave to Capitol)	Develop contiguous sidewalk, create directional signage and improve crossing at 40th.	Steep topography on south end and freeway on ramp. Existing encroachment on ROW. Transit use precludes speed reduction or traffic calming.
	Luradel (Capitol to Barbur Blvd)	Develop contiguous sidewalk, add lighting.	South side has existing ROW - minimal encroachment.
	Galeburn (41st to Capitol)	Improve roadway, develop continuous sidewalk.	Large ROW exists - there are existing encroachment and drainage issues.
	Pomona (35th Ave to SW Capitol)	Develop contiguous pedestrian facility, add lighting.	Consider possible alternatives to curb and gutter sidewalk, such as road adjacent paths.
	40th (Huber to Dickinson)	Add signing, improve crossing at Huber.	Sidewalks are not recommended for this low volume road - again consider road adjacent path along open space and add pedestrian route signing.
1.2 Improve crossings	Luradel/Alfred	Pedestrian island on Capitol at Luradel. Improved curb and ramp configuration up to full current ADA standards.	Complete a pedestrian count at peak periods. Review potential traffic gaps and timing that would allow crossing. 2 lanes of traffic both ways, intersection in the middle of a slope, standard crosswalk will not increase safety. Consider HAWK signal and/or split pedestrian cross over median island.
	Dickinson	Pedestrian island and improved curb with ADA compliant ramps on the east side of Capitol.	Challenging for autos making left turns at peak periods. Consider options to facilitate pedestrian crossing and improved turning movements.
1.3 Develop signing	Crossing at 40th and Huber	Provide pedestrian wayfinding signs for Barbur transit center, buslines that can be boarded west on Huber, and SW trails.	Provide signs for cycling connections as well.
	Wilbard	Provide signs to the transit center.	
	Improve SW Trails signage	Improve SW trails signage throughout the neighborhood.	

WHAT IS A JITNEY?

A jitney is a public or private transportation system with either a fixed or semi-fixed route. Jitneys are able to pick up or drop off passengers without relying on fixed schedules or stop locations. Public jitneys are often operated by a private company through a contract with a transit authority. Private jitneys are operated by individual drivers who maintain and operate their vehicles independently. A jitney in SW Portland could provide convenient access to local destinations without having to conform to Portland's radial transit system.

RECOMMENDATION 2: ENHANCE COMMERCIAL DESTINATIONS

In order to encourage residents to walk to destinations in West Portland Park, the commercial areas must be welcoming to pedestrians. As identified in the land use inventory, the existing neighborhood commercial areas lack basic amenities that promote pedestrian traffic. Pedestrian-oriented redevelopment within the neighborhood would make it more desirable for people to walk to local destinations. In addition, pursuing redevelopment opportunities that incorporate a mix of retail and residential uses would contribute to the vibrancy and security of neighborhood commercial nodes.

Business associations in other Southwest Portland neighborhoods have been key advocates for neighborhood improvements that enhance the commercial areas. Their ability to raise funding, apply for grants, and leverage private money is an important tool for attracting and retaining customers to existing businesses, making streetscape

and other physical improvements, and attracting new businesses to the area.

Adequate density is necessary to support neighborhood-serving businesses. Increasing density in the neighborhood will increase the neighborhood's capacity to support more diverse local businesses.

Action 2.1: Establish a business association to promote the needs of area businesses.

Action 2.2: Create and promote an identity for the commercial area. Potential mechanisms including developing a map of businesses as a marketing tool, installing unifying signage, and collaborating on promotional events.

Action 2.3: Enhance the streetscape environment in commercial areas to increase their appeal to neighborhood residents and to facilitate pedestrian access. For example, enhance the node at SW Capitol Highway and SW Pomona Street.

Action 2.4: Explore redevelopment opportunities that focus mixed-use, pedestrian-oriented development at key commercial nodes. See the Opportunities and Constraints discussion in Section IV for an overview of potential redevelopment areas.

Action 2.5: Attract businesses (such as coffee shops, pubs, and cafes) as places for community members to socialize and to encourage residents to visit neighborhood commercial nodes.

Action 2.6: Seek opportunities to increase neighborhood access to fresh food choices. For example, support existing businesses in efforts to expand healthy food options and encourage new business models. Opportunities include using existing businesses or civic institutions as Community Supported

Agriculture (CSA) drop-off locations or encouraging expanded menu options and for-sale food selections.

Action 2.7: Explore neighborhood interest in housing typologies that increase density, while complementing the character of the existing development patterns. For example, Accessory Dwelling Units (small secondary units on lots developed with a single-family home) can fit into the existing neighborhood fabric while providing additional housing units in the community.

RECOMMENDATION 3: BUILD NEIGHBORHOOD IDENTITY AND CHARACTER

In survey results and interviews, neighborhood residents and visitors commented on the lack of identity of West Portland Park. Many residents noted that the area was considered a commuter enclave without a unique character. The lack of neighborhood identity also presents a challenge for the Neighborhood Association in increasing participation rates. The lack of distinctiveness or 'sense of place' in commercial areas contributes to a sense that the neighborhood business environment lacks character, and inhibits the ability to attract both residents and visitors. A distinctive environment promotes the neighborhood as an attractive place to live or visit, and makes walking comfortable and inviting.

Action 3.1: Instill a sense of place in West Portland Park through elements that unify and identify the neighborhood. For example, gateway elements could be installed at the north and south ends of the neighborhood to distinguish it from surrounding areas. Also, consider ways to use the West Portland Park name more frequently in the neighborhood to reinforce it as a destination.

Community Supported Agriculture (CSA) is an agricultural system in which individuals pledge support to a farm by buying harvest shares before the growing season, so growers and consumers share the risks and benefits of food production.

Action 3.2: Coordinate community social events that celebrate the cultural diversity of the neighborhood. Events such as a festival or street fair could help to highlight diversity as a community asset and identity for the neighborhood.

Action 3.3: Build upon the existing civic node around Capitol Hill Library and Holly Farm Park by enhancing SW Capitol Highway as a linear community space or "great street".

Action 3.4: Complete the shelter planned for Holly Farm Park to enhance the park's use as a community gathering place. In particular, this could facilitate use of the park for social events and collaborative educational activities through the schools and library.

Action 3.5: Incorporate green stormwater management to reflect and enhance the natural character of the neighborhood while mitigating impacts of infrastructure improvements. (See case study on SW Texas Green Street Improvements.)

RECOMMENDATION 4: FOSTER A DIVERSE, EQUITABLE, AND CONNECTED COMMUNITY

A diverse and equitable community is vital to the environmental, economic, and social health of local communities. Community members frequently described the diversity in West Portland Park as an unique asset of the neighborhood. Improvements to West

Portland Park should promote equal access to opportunities for all residents to ensure that this diversity is supported throughout the development process. For example, a range of housing options for different household sizes and lifestyles is important to attract residents and serve the needs of the existing community. Providing a range of transportation options facilitates travel for community members who do not have

SW TEXAS GREEN STREET CASE STUDY



The SW Texas Green Street project provides an example of the types of city programs or partnership opportunities that West Portland Park can benefit from in addressing its stormwater infrastructure needs.

The City of Portland and the Multnomah Neighborhood Association partnered to address issues of localized flooding caused by inadequate stormwater drainage from unimproved streets around SW Texas Street between 2005 – 2007. To address these flooding issues the City proposed that property owners form a local improvement district (LID) to fund street and stormwater improvements in conjunction with City installed Green Street stormwater management facilities.

The stormwater facilities were designed to collect and filter stormwater runoff and allow it to soak into the ground. These Green Street improvements mitigated potential flooding and property damage, street erosion, and improved water quality and habitat systems along Stephens Creek.

The project included:

- Street improvements on SW 26th, 28th and 29th avenues between Nevada and California and Texas streets
- 20-foot-wide streets, with parking and sidewalks on one side of the street
- Driveway connections to existing homes
- Swales and wetland detention to manage stormwater runoff
- Acquisition and restoration of a 0.62-acre wetland

The \$2.3 million dollar project was funded with \$1.3 million dollars from the Environmental Services capital improvement program, a \$77,000 Environmental Protection Agency Innovative Wet Weather Grant, and \$942,000 for street improvements from the local improvement district.

the ability or option to drive. Low-cost or free neighborhood gathering places enable residents with lower incomes to enjoy the neighborhood and socialize with their neighbors.

In addition, while West Portland Park has several community organizations and institutions, there are opportunities to enhance their interaction with each other and with the Neighborhood Association in order to strengthen neighborhood cohesion. Increased civic participation and communication between community groups will provide a foundation for pursuing neighborhood improvements. While the Neighborhood Association cannot and should not be the only social and political organization in the community, much of the financial and political power gained by Portland neighborhoods comes through the Neighborhood Association system, thus community-building recommended actions focus on the West Portland Park Neighborhood Association.

Action 4.1: Advertise Neighborhood Association activities and events at neighborhood destinations to increase awareness and encourage participation. A neighborhood information kiosk within the civic node, possibly located at Capitol Hill Library or Holly Farm Park, could be used to raise awareness of the Neighborhood Association.

Action 4.2: Host quarterly forum-style Neighborhood Association meetings to increase participation and engage a wider range of community members. Forum topics should address issues that are of interest to the community.

Action 4.3: Utilize Office of Neighborhood Involvement resources and hold cultural awareness trainings for the Neighborhood Association and other interested community members. Such training could help to create a welcoming environment for the diverse populations within West Portland Park.

Action 4.4: Encourage open lines of communication between existing community organizations and institutions and the Neighborhood Association. This could include having representatives attend Neighborhood Association meetings and/or convening regular formal or informal discussions.

Action 4.5: Coordinate with Portland Community College on its master plan update in order to strengthen the relationship between the campus and the neighborhood.

Action 4.6: Coordinate with Metro on potential plans for a high-capacity transit project along SW Barbur Boulevard. If pursued, this project should include links to the neighborhood. Opportunities for appropriate transit-oriented development in the vicinity of future transit stations should include diverse housing and commercial choices.

POTENTIAL NEIGHBORHOOD ASSOCIATION FORUM TOPICS

This list represents ideas for community forums, as suggested in Action Item 4.2. The order reflects the level of interest to participants at the May 7th Open House.

- Pedestrian Improvements and Safety
- Traffic Safety
- Mosque & Neighborhood Relationship
- Community Gardening
- PCC & Neighborhood Relationship
- Cultural Diversity
- Neighborhood Identity
- Resources for Businesses
- Accessory Dwelling Units
- Stormwater & Watershed Stewardship

Action 4.7: Hold community events to bring residents together in a social environment. Events such as book sales or pancake breakfasts could also function as fundraisers for neighborhood improvements.

Action 4.8: Support efforts to establish community gardens within the neighborhood to provide an opportunity for residents to interact as well as to increase access to fresh fruits and vegetables. Potential locations include school campuses and vacant lots.

Action 4.9: Investigate the possibility of utilizing neighborhood schools as community centers, with activities and resources available to the entire community. This could be accomplished as schools are redeveloped in the future. In the short-term, existing resources available at the schools should be promoted to the community, including recreational opportunities, language classes, and parenting programs.

Action 4.10: Support development of a diverse housing mix, including affordable housing and units that accommodate different family sizes and physical abilities.



Markham Elementary School

specific type of roadway crossing is most viable and appropriate. Each item is also generally politically viable, meaning there was no mentioned opposition during project outreach and the items do not conflict with existing planning efforts.

Ultimately, this study is the first step in advancing the 20-minute concept in West Portland Park. Neighborhood members should play a vital role in deciding which items should receive priority through a continued planning process using the priority framework below as a guide for implementation.

Priorities

Several factors should be considered when giving priority to the action items. First, how well does the action item advance the objectives of a 20-minute neighborhood? The recommended actions tables (at the end of this Section) illustrate which of the action items have the greatest impact on promoting the 20-minute concept. Many of the action items under Recommendation 1 fulfill at least five of the seven criteria, indicating the importance of improving the pedestrian environment to the realization of the 20-minute concept. (Action Items 1.1 through 1.4, 1.6, and 1.7)

Second, some action items may fulfill fewer evaluation criteria, but are critical to the successful implementation of other action

RECOMMENDED ACTION EVALUATION

A set of evaluation criteria were used to demonstrate how well each how alternative action would advance the 20-minute neighborhood concept. Six of the criteria relate to objectives of a 20-minute neighborhood, while the seventh criterion indicates that public interest in the action item was noted through community outreach. Each of the action items listed is technically feasible, however additional planning will be necessary with some actions to determine feasibility of specific implementation strategies. For example, design and engineering will determine which

CRITERIA FOR EVALUATING ACTION ITEMS

- Access: Improves pedestrian, public transit, or bicycle connectivity to 20-minute destinations.
- Business Climate: Benefits neighborhood businesses by raising their profile to residents and visitors; improves the economic health and vibrancy of existing businesses; creates incentives for new businesses to locate within the neighborhood.
- Health and Safety: Positively contributes to the health of residents, visitors, and natural systems in the neighborhood.
- Social Connections: Facilitates an increase in social interactions that foster a sense of community or sense of place within the neighborhood.
- Equity: Improves access to resources and services for all residents; facilitates a fair distribution of public resources across income, race, and gender.
- Resiliency: Increases the neighborhood's capacity to adapt to both planned and unplanned changes by reducing individual, environmental, economic, or social vulnerability.
- Public Interest: Neighborhood interest documented during the project outreach process indicates support.

items. For example, the establishment of a neighborhood business association (Action Item 2.1) would facilitate improvements to the business area envisioned in Action Items 2.2, 2.3, and 2.5. In addition, business associations often play a key role in fundraising efforts for neighborhood improvements. Similarly, a strong Neighborhood Association is vital to West Portland Park advocating for neighborhood improvements. Action Items 3.3 and 4.2 through 4.4 would help to build the social capital necessary to pursue additional actions.

Finally, while some of the action items require the involvement of various City bureaus, the West Portland Park community can take ownership over many of the action items. For example,

Action Item 3.3, coordinating community events that celebrate the unique diversity of the neighborhood and Action Item 4.2, developing quarterly forums with the Neighborhood Association on topics determined by the neighborhood. These types of actions will strengthen the social capital of the neighborhood and position residents to advocate for changes needed to foster a 20-minute neighborhood.

Next Steps

The recommended action tables list potential resources for achieving each action item. In some cases, the listed organization or agency could be used as an advisor to the Neighborhood Association on technical requirements, funding opportunities, or other support. For other items, the listed organization or

agency would have primary responsibility for carrying out the action item, with the Neighborhood Association playing an advocacy role. It is important to note that the West Portland Park Neighborhood Association plays an overarching role in realizing each of these action items.

In addition, the recommended action table contains potential time frames (short term, mid term, and long term) for achieving each action item. Many items indicated as short term actions could be initiated in the near future and then continue on an ongoing basis. Some mid or long term actions could be achieved within those timeframes, but the advocacy for them could begin sooner.

ACTION ITEM TIME FRAMES

Short term (ST): 1 year

Mid term (MT): 1 to 5 years

Long term (LT): 5 or more years

POTENTIAL FUNDING MECHANISM FOR PEDESTRIAN IMPROVEMENTS: LOCAL IMPROVEMENT DISTRICTS

"A Local Improvement District (LID) is a method by which a group of property owners can share in the cost of transportation infrastructure improvements. This involves improving the street, building sidewalks, and installing a stormwater management system. An LID can also be used to install sidewalks on existing streets that previously have been accepted for maintenance by the City."

- Bureau of Planning and Sustainability website

Property owners almost always initiate the creation of an LID. They then work with the city to design the scope of the project and to submit a proposal to the city council. A formal petition signed by 51 percent of affected property owners is required to gain city council approval. If approved, the LID enters into the design phase, which is a cooperative effort between property owners and City staff. The City awards the construction project through a public bidding process.

The final cost of the project is assessed to property owners following construction; payments and financing are handled by the Auditor's Office. Property owners can apply for financing to avoid paying the full assessment all at once.

CONCLUSION

Intersect Planning chose to evaluate the 20-minute neighborhood concept through a case study of West Portland Park. The case study approach yielded a number of valuable conclusions regarding how West Portland Park meets the 20-minute neighborhood standards established by Intersect Planning, and on the utility of the 20-minute neighborhood concept. By taking a case study approach to test the efficacy of the 20-minute concept in general, Intersect Planning considered how the concept could affect individual neighborhoods, as well as the challenges and benefits of using the 20-minute framework as a neighborhood planning tool.

West Portland Park Conclusions

For West Portland Park, the case study approach did highlight assets and challenges that were not previously discussed in past planning efforts. This approach prioritized actions to improve access to key destinations for all residents of West Portland Park. The emphasis on the coordination of land use and transportation allows identification of improvements that could positively affect the daily life of community residents.

West Portland Park does not have the full complement of elements necessary to support a 20-minute neighborhood, but it can still benefit from improvements that advance the concept. The fact that West Portland Park does not have all of the elements envisioned for an ideal 20-minute neighborhood should not minimize the value of striving toward a more walkable, livable, and equitable neighborhood. The assets that exist within the neighborhood should not be overlooked; these assets should serve as a starting point for future planning efforts.

West Portland Park should consider these recommendations as a starting point and further prioritize their needs and challenges. The community will need

to advocate for improvements that are beyond their immediate control, coordinate proactive initiatives to engage residents, build knowledge, generate interest in walking, and work collaboratively with partner organizations and public bureaus and agencies.

Throughout the process, West Portland Park community members have voiced interest in the 20-minute concept. From this preliminary and limited case study, Intersect Planning has found that residents are interested in walking to destinations that meet their basic needs. While Intersect Planning is not claiming that individuals are willing or able to give up their cars, there is strong interest and a desire in the neighborhood to improve the pedestrian environment.

20-minute Neighborhood Concept Conclusions

With its roots in a number of traditional neighborhood planning theories, the 20-minute neighborhood concept does not provide an entirely new strategy of neighborhood planning. What is unique about the 20-minute neighborhood concept is that the concept provides a framework to initiate planning conversations about integrating travel behaviors and land use. Instead of starting from the traditional forecasting perspective, the 20-minute concept framework takes an approach similar to backcasting,³⁴ by engaging residents and business owners in discussions about their desire and need for accessing basic destinations without the use of a car, and then evaluating the land use, density, and transportation changes that would need to take place in order to accomplish these goals. This approach provides a more useful and fruitful dialogue than starting from a regulatory framework.

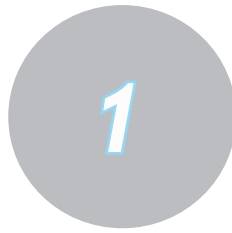
The second conclusion is that the 20-minute neighborhood concept's focus on access provides a framework to more easily integrate land use and multi-modal

transportation options at a neighborhood level. The 20-minute neighborhood concept provides an analysis framework that begins to evaluate who can access basic services within their neighborhood, how they can access them, and how they benefit from that access. Further analysis should include assessment of bicycle and transit access to regional destinations, particularly employment centers.

Third, an evaluation of the efficacy of the 20-minute neighborhood concept demonstrates that the idea is useful as a framework for thinking about neighborhoods and walkability, but not as a literal application (See Appendix A). From the West Portland Park case study, it is clear that residents think of destinations in Southwest that are outside of their literal neighborhood boundary as part of their “neighborhood”. Therefore, the primary emphasis in the 20-minute neighborhood concept is access to destinations within a reasonable walking distance, rather than within a defined neighborhood boundary.

The neighborhood as defined by the strict political boundaries recognized by the City is not a useful unit in which to evaluate whether an area meets the goals of the 20-minute concept. A more useful approach may be to identify the basic destinations that pedestrians should be able to access and then, by conducting a city-wide coverage analysis, identify the areas that fall outside of these coverage areas. Once the coverage areas for each of the defined destination is identified, a composite analysis would allow the City to identify the areas of the city that have access to a variety of destinations that meet a neighborhood’s basic needs and those that do not. This approach would provide an alternative unit to the politically defined neighborhood unit.

TABLE 2: RECOMMENDED ACTIONS



Improve opportunities for access

Action Item	Time Frame	Potential resources	Access	Business Climate	Human Health	Social Connections	Equity	Resiliency	Public Interest
1.1: Improve primary pedestrian routes	MT-LT	PBOT, ODOT, SW Trails, Willamette Pedestrian Coalition	X		X	X	X	X	X
1.2: Improve crossings of SW Capitol Highway	MT	PBOT	X		X		X	X	X
1.3: Develop better signing for pedestrian routes and specific access points	ST	PBOT, ODOT, SW Trails, Willamette Pedestrian Coalition	X	X	X		X		X
1.4: Work with the Safer Routes to School program	ST	PBOT, Markham Elementary, Jackson Middle, Police Bureau	X		X	X	X		X
1.5: Improve street lighting on key pedestrian routes	MT	PBOT	X		X		X		X
1.6: Promote 'safe routes to transit'	MT	Trimet, PBOT	X		X	X	X	X	
1.7: Research the potential for a Southwest neighborhood 'jitney'	MT	WPPNA, SWNI, Ride Connection	X	X		X	X	X	

2

Enhance commercial destinations

Action Item	Time Frame	Potential resources	Access	Business Climate	Human Health	Social Connections	Equity	Resiliency	Public Interest
2.1: Establish a business association	ST	WPP Businesses, WPPNA, APNBA		X		X		X	X
2.2: Create and promote an identity for the commercial areas	MT	WPPNA, WPP Businesses	X	X		X		X	
2.3: Enhance the streetscape environment in commercial areas	LT	PBOT	X	X	X		X		X
2.4: Explore redevelopment opportunities	LT	BPS, BDS, PDC	X	X		X			X
2.5: Attract and expand businesses as places for community members to socialize	LT	WPP Businesses		X		X			
2.6: Seek opportunities to increase neighborhood access to fresh food choices	ST-MT	Community Food Security Coalition, WPP Businesses		X	X		X	X	X
2.7: Explore neighborhood interest in housing typologies that increase density	MT	WPPNA, BPS				X	X	X	

3

Build neighborhood identity and character

Action Item	Time Frame	Potential resources	Access	Business Climate	Human Health	Social Connections	Equity	Resiliency	Public Interest
3.1: Instill a sense of place through elements that unify and identify the neighborhood.	MT-LT	WPPNA, WPP Businesses		X		X			X
3.2: Coordinate community social events that celebrate cultural diversity	ST	WPPNA, Neighborhood house, Capitol Hill Library		X		X	X	X	
3.3: Build upon the existing civic node by enhancing the Capitol Highway streetscape	LT	BPS, PBOT	X	X	X	X			
3.4: Complete the shelter planned for Holly Farm Park	MT	Portland Parks and Rec, Walker Macy, ZGF, WPPNA				X			X
3.5: Incorporate green stormwater management	MT-LT	BES, BDS, PBOT			X			X	X

4

Foster a diverse, equitable, and connected community

Action Item	Time Frame	Potential resources	Access	Business Climate	Human Health	Social Connections	Equity	Resiliency	Public Interest
4.1: Advertise Neighborhood Association activities and events	ST	Capitol Hill Library, WPPNA, ONI				X	X	X	
4.2: Host quarterly forum-style Neighborhood Association meetings	ST	SWHRL, WPPNA				X	X		X
4.3: Utilize Office of Neighborhood Involvement cultural awareness trainings	ST	ONI, WPPNA				X	X		
4.4: Encourage open lines of communication between community organizations	ST	WPPNA, ONI, Community groups				X	X	X	
4.5: Coordinate with Portland Community College on its master plan update	ST	PCC, BPS, WPPNA		X		X		X	X
4.6: Coordinate with Metro on potential plans for a high capacity transit project	MT	Metro, Trimet, BPS	X	X			X	X	
4.7: Hold community events to bring residents together in a social environment.	ST	WPPNA				X		X	X
4.8: Support efforts to establish community gardens	ST	Parks and Recreation Community Gardens Office, PPS			X	X	X	X	
4.9: Investigate the possibility of utilizing neighborhood schools as community centers	LT	PPS, Parks and Recreation			X	X	X	X	
4.10: Support development of a diverse housing mix	LT	WPPNA, BPS, HAP					X	X	

TIME FRAMES

Short term (ST): 1 year

Mid term (MT): 1 to 5 years

Long term (LT): 5 or more years

RESOURCES ABBREVIATIONS

APNBA: Alliance of Portland Neighborhood Business Associations

BES: City of Portland Bureau of Environmental Services

BDS: City of Portland Bureau of Development Services

BPS: City of Portland Bureau of Planning and Sustainability

HAP: Housing Authority of Portland

ODOT: Oregon Department of Transportation

ONI: City of Portland Office of Neighborhood Involvement

PBOT: City of Portland Bureau of Transportation

PCC: Portland Community College

PDC: Portland Development Commission

PPS: Portland Public Schools

SWNI: Southwest Neighborhoods, Inc.

SWHRL: Southwest Hills Residential League

WPPNA: West Portland Park Neighborhood Association

ZGF: Zimmer Gunsul Frasca Architects

ENDNOTES

- 1 A technical memo on the 20-minute neighborhood concept appears in Appendix A, and includes recommendations for the City of Portland to consider in applying the concept for future planning efforts.
- 2 Perry, Clarence A. "The Neighborhood Unit, a Scheme of Arrangement for the Family-Life Community" from the 1929 Regional Plan of New York and Its Environs
- 3 Lawhon, L. (2009). The neighborhood unit: physical design or physical determinism? *Journal of Planning History* 8(2), 111-132 . DOI: 10.1177/1538513208327072.
- 4 Katz, P. (1994). *The New Urbanism: Toward an Architecture of Community*. New York: McGraw-Hill, Inc.
- 5 Pivo, G. (2005). *Creating Compact and Complete Communities: Seven Propositions for Success*. Practicing Planner - American Institute of Certified Planners Case Study. Retrieved May 30, 2009 from www.u.arizona.edu/~gpivo/Practicing%20Planner%20Pub.pdf
- 6 Make 20-Minute Living Real. Gerding Edlen. Accessed on May 26, 2009 <http://www.gerdingedlen.com/passion.php?id=10>
- 7 The 3 mph average walking speed is a recognized standard used in pedestrian facility planning and advocacy, as noted in the Cambridge Massachusetts Pedestrian Plan and by the National Center for Bicycling and Walking.
- 8 Knoflacher, H. (2006). A new way to organize parking: The key to a successful sustainable transport system for the future. *Environment & Urbanization*, 18(2), 387-400. Alber, G. & Kern, K. (2008). Governing climate change in cities: Modes of urban climate governance in multi-level systems. Paper prepared for the OECD conference on 'Competitive Cities and Climate Change'. Milan, Italy. Retrieved April 29, 2009 from <http://www.oecd.org/dataoecd/22/7/41449602.pdf>. Rose, . & Burkholder, R. (2008) White Paper: CO2 reduction through better urban design. Retrieved April 16, 2009 from Metro Regional Government Website: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=27156>.
- 9 Stone, B., Mednick, A.C., Holloway, T. & Spak, S.N. (2007). Is compact growth good for air quality? *Journal of the American Planning Association*, 73(4), 404-418.
- 10 Frank, L., & Engelke, P. (2005). Multiple impacts of the built environment on public health: Walkable places and the exposure to air pollution. *International Regional Science Review* 28 (2), 193-216.
- 11 Frank, L., & Engelke, P. (2001). The built environment and human activity patterns: Exploring the impacts of urban form on public health. *Journal of Planning Literature* 16 (2), 202-18.
- 12 Ibid.
- 13 Bureau of Transportation Statistics. (2001). Highlights of the National Household Travel Survey. Retrieved 3/4/2009 from http://www.bts.gov/publications/highlights_of_the_2001_national_household_travel_survey/
- 14 Centers for Disease Control. (2001). Physical activity trends - United States, 1990-1998. *Morbidity and Mortality Weekly Report* 50(9), 166-169.
- 15 McCann, B. (2000). Driven to Spend: The Impact of Sprawl on Household Transportation Expenses. Surface Transportation Policy Project. Retrieved November 2006 from www.transact.org
- 16 Ernst, M. (2004). Mean Streets 2004: How far have we come? Report produced for The Surface Transportation Policy Project. Retrieved May 26, 2009 from www.transact.org/report.asp?id=235.
- 17 Frumkin, H., Frank, L. & Jackson, R. (2004). *Urban Sprawl and Public Health: Designing, Planning and Building for Healthy Communities*. Washington D.C.: Island Press.
- 18 Lipman, B. (2006). *A Heavy Load. The Combined Housing & Transportation Burdens of Working Families*. Washington D.C.: Center for Housing Policy.
- 19 Ibid.
- 20 Putnam, R. (2000). *Bowling Alone: The Collapse and Revival of American Community*. New York: Simon & Schuster.

21 Lund, H. (2003). Testing the claims of New Urbanism: Local access, pedestrian travel, and neighborhood behaviors. *Journal of the American Planning Association* 69(4), 414-429.

22 This working definition is based on interviews with technical advisors, community members, personal experience, and a review of planning literature.

23 For example, Sunnyside includes both Hawthorne and Belmont -- two districts with distinct neighborhood characteristics.

24 Appendix A contains further analysis of the 20-minute neighborhood concept.

25 Demographic information comes from the 2000 United States Census.

26 Nelson/Nygaard Consulting Associates. (2007). *Portland Community College Transportation Study*. Retrieved May 30, 2009 from www.pcc.edu/resources/parking/documents/trans-study-final-report.pdf

27 Among the recommendations in this study and plan were sidewalks on Pomona from Capitol to 35th, sidewalks on Huber from 35th to Barbur, sidewalks on Luradel from Capitol to Barbur, and sidewalks on Alfred from Capitol to 40th

28 Bus lines #12, #43, #44, #64, #78, and #94

29 Gibbs, R. (2008). *Neighborhood Retail*. In D. Farr (Ed.), *Sustainable Urbanism: Urban Design With Nature*. (pp. 139-143). Hoboken, NJ: Wiley.

30 See Portland Zoning Code Chapter 33.205, Accessory Dwelling Units for specific standards

31 US Census bureau SF3 2000 H71 block group data reallocated and summarized to neighborhood boundaries by the City of Portland Office of Neighborhood Involvement.

32 Coalition for a Livable Future (2007). *Regional Equity Atlas Project: Metropolitan Portland's Geography of Opportunity*. Publication prepared for Coalition for a Livable Future, Portland.

33 Weinstein, A., Bekkouche, V., Irvin, K., Schlossberg, & Schlossberg, M. (2007). *How far, by which route, and why?* Transportation Research Board Annual

Meeting 2007 Paper #07-2050

34 Backcasting is a planning technique in which participants or stakeholders establish a shared vision or outcome for the future, followed by a process of determining what actions or steps are required to reach that goal. This technique is presented as an alternative to the more traditional forecasting technique. For more information on backcasting go to <http://www.naturalstep.org/backcasting>.

APPENDIX A



TO: City of Portland Bureau of Planning and Sustainability
FROM: Intersect Planning
DATE: June 8, 2009
SUBJECT: 20-Minute Neighborhood Concept Technical Analysis



In undertaking this project, Intersect Planning sought to explore the functionality of the 20-minute neighborhood concept in a practical planning scenario. The goal was to develop a working definition of a 20-minute neighborhood, and to test the concept in a Portland neighborhood to understand the opportunities and constraints of using the concept as a neighborhood planning strategy. The following memorandum outlines this working definition of a 20-minute neighborhood, provides a technical analysis of the concept in West Portland Park, and finally, identifies opportunities, constraints, and issues for consideration in implementing this concept.

Developing a working definition of a 20-minute neighborhood:

The core value of the 20-minute neighborhood concept, as conceived for this study, is equitable access to basic services in order to foster the growth of healthy, resilient, and cohesive neighborhoods. This concept was developed as a framework for addressing existing urban and suburban communities, not as a tool for designing new development. Many existing communities have substantial barriers to equitable access. These communities are faced with the challenge of addressing the variety of issues created by auto-oriented communities, such as sprawl, congestion, environmental degradation, and energy consumption. Neighborhood planning should respond to such issues.

In order to evaluate the concept, Intersect Planning first developed a working definition of a 20-minute neighborhood:¹

The 20-minute neighborhood concept is dependent on the availability of **destinations** that meet the needs of neighborhood residents, and on **connections**—pedestrian and bicycle infrastructure, and transit access—that are safe and

¹ This working definition is based on interviews with technical advisors, community members, personal experience, and a review of planning literature.

convenient. While destinations and connections are essential components of a 20-minute neighborhood, and provide alternatives to traveling by car, there are a number of **supporting elements** that are also important to the success of a 20-minute neighborhood. These supporting elements contribute to diverse and equitable communities where all residents share the costs and benefits of development as well as access to opportunities. Supporting elements also aid in creating a sense of place by encouraging the development of unique neighborhood identities. Destinations and supporting elements will vary in style and substance depending on the needs and cultural context of the neighborhood.

DESTINATIONS

- **Civic and Institutional Uses:** Institutions that are central to community life.
- **Access to Healthy Food:** Options to purchase and grow fresh and nutritious food.
- **Personal Services:** Businesses that meet residents' basic needs.
- **Parks and Open Space:** Opportunities for recreation and access to natural settings.
- **Retail/ Entertainment Options:** Commercial and other destinations that provide consumer and entertainment goods and services.

CONNECTIONS

- **Convenient and Safe Routes:** Paths and sidewalks that link residents of diverse ages and abilities to neighborhood destinations.
- **Interesting and Comfortable Routes:** Well-designed paths and sidewalks that make it desirable for residents to walk to neighborhood destinations.
- **Transit Routes:** Frequent transit service that connects residents to destinations outside of the neighborhood.

SUPPORTING ELEMENTS

- **Opportunities for Social Interactions:** Neutral gathering places and community organizations that allow residents to meet.
- **Diverse Housing Options:** A mix of housing types accessible to individuals and families of all life stages and income levels.
- **Sense of Place:** Unique characteristics that allow people to identify with the neighborhood.

While this definition references the neighborhood unit throughout, Intersect Planning uses the term *neighborhood*, not as a literal representation of political neighborhood boundaries, but as a more abstract interpretation of a neighborhood. Official neighborhood boundaries are useful in providing communities the political space to address local land use and community issues, but individuals rarely use them to identify their personal neighborhood. Portland is a city of neighborhoods and is recognized for its distinctive neighborhood districts; however, these districts often span over political neighborhood boundaries.² Because of the inconsistency between an individual's perception of their neighborhood and the actual political boundaries, the 20-minute

² For example, Sunnyside includes both Hawthorne and Belmont -- two districts with distinct neighborhood characteristics.

concept should not rely on Portland's political neighborhood boundaries as the unit of analysis, but rather a more fluid definition based on the changing needs and experiences of individuals and communities.

Technical analysis:

Intersect Planning used a multi-faceted analytic approach to assess what 20 minutes looks like on the ground in West Portland Park. The first step of this analysis was to consider how walking speeds vary based on age and ability. Based on a variety of sources, the analysis used two base walking speeds: 3 miles per hour and 1.5 miles per hour. It is commonly considered that a relatively fit adult can walk 3 miles per hour in the city.³ An average speed of 1.5 miles per hour is commonly used for children and elderly individuals.⁴ This analysis does not consider alternative speeds for individuals with disabilities or other factors, due to the limited body of literature addressing walking speeds.

The next component of the 20-minute network analysis is topography. Topography is one of the greatest challenges for individuals walking in West Portland Park, and is one of the factors that cause the most variability when comparing neighborhoods at a citywide level. While there is limited research on the impact that slope has on walking speed, one rough measure currently being explored estimates that a 10% slope will decrease walking speeds by one-third (R. Dacanay, personal communication, March 9, 2009). This figure was integrated into the 20-minute network analysis for West Portland Park. Figures 1-3 present three sample routes that incorporate both walking speed and topography. Data from public outreach identified these as commonly-used walking routes within West Portland Park. (All figures included at the end of this document)

The first step in creating a network model that accounts for slope was to calculate the length-weighted mean of the slope (in degrees) for each street segment.⁵ The average slope was calculated using the two elevation values at each end point for each of the street segments in the City of Portland's streets layer. Next, a constant impedance calculation was used to decrease walking speeds by one-third for all street segments with a 10% or greater slope.⁶ Last, the three sample routes were run using this slope impedance model in the ArcGIS Network Analyst tool. Intersect Planning chose not to consider sidewalk coverage in this analysis due to the lack of sidewalks in West Portland Park. With only 8.8% sidewalk coverage in the neighborhood, limiting the pedestrian route analysis only to areas with sidewalk coverage would have presented an overly restrictive model that would not represent the on-the-ground pedestrian conditions in West Portland Park.

These routes, shown in pink in Figures 1-3, vary in linear distance because of the impact

³ The 3 mph average walking speed is a recognized standard used in pedestrian facility planning and advocacy, as noted in the Cambridge Massachusetts Pedestrian Plan and by the National Center for Bicycling and Walking.

⁴ The 1.5 mph average walking speed is a recognized standard for children and elderly used by local and national Safe Routes to School Programs.

⁵ The slope was derived from the 10ft Digital Elevation Model from Metro's RLIS data source. All network analysis was done using ArcGIS

⁶ The impedance equation multiplied the street length (in feet) by the walking speed (feet per minutes). By using a Boolean command line to apply an impedance of .66 (2/3 walking rate) to all street segments of 10% or greater, the network model accounted for increased walking time only for slopes of 10% or more.

that slope has on walking speed. By comparing the walking coverage areas (3 and 1.5 mile per hour speeds), represented in blue, to the walking routes, it is easy to identify which routes would be considered within a 20-minute neighborhood and which would not. What is striking about this analysis is the difference in area that an individual walking 3 miles per hour can cover versus an individual walking 1.5 miles per hour.⁷ This calls into question the feasibility of a literal application of the 20-minute neighborhood: What walking speed should be used when defining the spatial boundaries of a 20-minute neighborhood? This, in turn, raises a larger question: is a strict interpretation of the 20-minute neighborhood concept feasible and worthwhile? Given these questions, it may be more feasible to improve overall access by looking at other measures or travel modes, such as transit or biking, over a strict 20-minute walking coverage area.

Figure 4 presents a second analytical perspective for evaluating a 20-minute neighborhood. This map shows the percent area within 5-, 10-, 15-, and 20-minute walking distances (along the street network) from Capitol Hill Library, for both a 3 and 1.5 mile per hour walking speed. The filled polygon area represents the library coverage area for an individual walking 3 miles per hour, and the polylines represent the library coverage area for an individual walking 1.5 miles per hour. The percent area within each service area is presented in Table 1.⁸

Table 1: Neighborhood walking coverage by speed and time

Destination	Percent of Neighborhood within Walking Coverage Area			
Capitol Hill Library	5 minutes	10 minutes	15 minutes	20 minutes
1.5 Mph	2.66%	8.49%	13.17%	21.67%
3 Mph	12.43%	29.29%	26.68%	23.07%

This model also uses the slope impedance along the street network to incorporate the impact that topography has on the 20-minute neighborhood concept.

Again, this technical analysis raises more questions. While 23.07 percent (107.69 acres) of the neighborhood is within the 20-minute walking coverage of Capitol Hill Library (at 3 miles per hour), topography and street connectivity create nearly insurmountable barriers to the prospect of West Portland Park becoming a 20-minute neighborhood for all residents. For example, a perfectly networked street grid would provide a diamond shaped coverage area for each destination (See Figure 5).⁹ Following a literal 20-minute

⁷

It is important to note that while this network model does account for the influence that slope and topography have on walking conditions, it should still be used as a proxy for estimating walking speed. Further research and analysis is needed to present a more dynamic relationship between slope and walking speed. In addition, walking uphill and downhill impact walking speed and pedestrian environments in different ways. For example, walking speed and slope have a curvilinear relationship when walking down hill: walking speed will increase with a mild downward slope (at this point both speed and slope are increasing) but only up to a certain point. Once the downward slope reaches a certain point, which varies by individual, then walking speed will decrease as slope increases. However, when walking uphill slope and speed have a constant inverse relationship - speed decreases as slope increases.

⁸

The figures in Table 1 are the result of running spatial statistics in ArcGIS. The total area (in acres) for each of the Capitol Hill Library walking coverage areas (5 min, 10 min, 15 min, and 20 min) was first clipped to the neighborhood boundary. Each of these coverage areas was then divided by the total area (in acres) of West Portland Park.

⁹

This figure demonstrates the difference in street grid connectivity between Portland neighborhoods. If this map is compared to Figure 4 it is clear the impact that both topography and pedestrian infrastructure have on a 20-minute neighborhood analysis. The Network analysis in Figure 4 does not yield a clear diamond

neighborhood definition, this spatial outcome could serve as a target in the goal of achieving 20-minute neighborhood status for all areas of the city. The visual representation of this goal would therefore appear as a series of overlapping diamonds surrounding each 20-minute destination. As illustrated in Figure 4 this outcome would be impossible for West Portland Park given the physical barriers presented by I-5 to the northwest and the topography and lack of street connectivity to the southeast.

This analysis indicates that literal adherence to the 20-minute neighborhood concept does not accommodate the diverse built and natural landscapes throughout Portland's neighborhoods. The fact that it may not be technically feasible for all neighborhoods to be literal 20-minute neighborhoods should not preclude exploration of the 20-minute neighborhood concept. Further exploration of the 20-minute concept, however, should be mindful of these limitations.

Opportunities:

Despite the limitations identified in the technical analysis, the 20-minute neighborhood concept does have a number of attractive and useful elements as a planning tool.

First, it is intuitively appealing. Most people readily understand how their ability to walk to destinations in their "neighborhood" positively impacts their daily lives. Nearly all people introduced to the concept in the course of this study supported the idea and would like to be able to walk to useful destinations. Therefore, the framework could be useful in initiating conversations about the link between travel behaviors and land use. Instead of starting from the traditional forecasting perspective, the 20-minute concept framework takes an approach similar to backcasting by engaging people in discussions about their desire and needs for accessing basic destinations without the use of a car, and then evaluating the land use, density and transportation changes that would need to take place in order to accomplish these goals¹⁰. This approach provides a more useful and fruitful dialogue than starting from a regulatory framework.

Second, the concept has the potential to increase transportation equity, as it focuses on greater options to members of the community with limited transportation choices. Access to frequent transportation options that are well-networked to both employment and service areas throughout the region is becoming increasingly important for low-income families and individuals living in the Portland metro area.¹¹ As low-income communities continue to move farther out of the central city, the region faces a greater need for high-quality transit and pedestrian options in outlying suburban communities.

Third, the concept provides a basic strategy to map "quality of life" conditions throughout the city by measuring access to important destinations and connections at a neighborhood

pattern due to the pedestrian barriers presented by Interstate-5 to the West, the topography to the east, and a limited street network throughout West Portland Park. These physical barriers create an elongated polygon.

¹⁰ Backcasting is a planning technique in which participants or stakeholders establish a shared vision or outcome for the future, followed by a process of determining what actions or steps are required to reach that goal. This technique is presented as an alternative to the more traditional forecasting technique. For more information on backcasting go to <http://www.naturalstep.org/backcasting>.

¹¹ Coalition for a Livable Future [CLF], (2007). Regional Equity Atlas: Metropolitan Portland's Geography of Opportunity. Publication prepared for CLF in partnership with Portland State University, Institute of Metropolitan Studies.

level, in addition to how well each neighborhood is networked with regional destinations. This further provides an opportunity to evaluate potential barriers to access and determine how best to address them.

Finally, over the next fifty years, the built environment in Portland will have to change in order to accommodate anticipated demographic and climate changes. Focusing on the 20-minute neighborhood concept can ensure that sustainable systems are in place to address rising energy costs, climate change, and population growth while still building on the character of Portland's neighborhoods. Creating more walkable places means that people have more opportunities to meet their neighbors and create informal social networks, making neighborhoods and the city more resilient in the face of change.

Constraints:

The 20-minute neighborhood concept provides a number of opportunities for neighborhood planning. However, a number of constraints must be addressed if it is to be used as a citywide planning strategy.

First, while the concept provides a framework for addressing transportation equity, it does not provide a meaningful method of tracking other equity impacts. It does not include any means to ensure affordable housing options are available in all neighborhoods, or to mitigate the negative effects of gentrification and/or displacement. Physical and economic investments in Portland's neighborhoods must be coordinated with social investments.

Second, the 20-minute measurement is arbitrary, and raises the questions, *twenty minutes for whom, from what, to where, and by what mode?* There is conflicting and inadequate data about how far, or for how long, people are willing to walk under various conditions. The choice to walk is affected by such a large number of factors that it is impossible to set one walking standard for an entire community. It quickly became clear in the course of this study that time measurement or distance measurement is secondary to the more qualitative, intuitive idea of a neighborhood in which people can meet many of their needs easily and safely on foot, encouraging reduction of auto travel and building of social connections. The boundaries of such a neighborhood are necessarily fluid, because any artificial planning boundary would fail to accommodate people living at the edge of a political boundary.

A more useful approach for planning may be to identify the basic destinations that pedestrians should be able to access, and then, by conducting a citywide coverage analysis, identify the areas that fall outside of these coverage areas. Once the coverage areas for each of the defined destination is identified, a composite analysis would allow the City to identify areas that have access to a variety of destinations that meet a neighborhood's basic needs and those that do not. Therefore, the primary emphasis in the 20-minute neighborhood concept should be access to destinations within a reasonable walking distance, rather than within existing defined neighborhood boundaries. This approach would provide an alternative to the politically-defined neighborhood unit. Further analysis should also include assessment of bicycle and transit access to regional destinations, particularly employment centers.

Thus, a literal 20-minute neighborhood may not be feasible or desirable for all of

Portland's neighborhoods. It is not realistic to assume that each Portland neighborhood (as defined by ONI) can have all of the individual basic daily needs and services within its boundaries. However, the intuitive concept has the potential to be translated into a network of nodes containing some civic and commercial destinations, with safe and convenient connections between them.

Considerations:

Based on Intersect Planning's analysis of the 20-minute neighborhood concept, further exploration of the concept as a citywide planning tool should take into account the following questions:

- If some neighborhoods cannot meet the 20-minute definition, due to topography or the existing built environment, might they be assigned a lower priority for public investments, such as pedestrian infrastructure, further diminishing their walkability?
- What role will existing neighborhood associations play in forwarding these goals, and should neighborhood boundaries be changed based on access to basic commercial services, or centered around schools?
- How will the City ensure that the housing density required to support this level of neighborhood-serving commercial is incorporated into neighborhoods in a manner that is sensitive to each neighborhood's individual character?
- Is the one-mile (20-minute) measurement the right benchmark, or should the city make efforts to ensure that some basic services are located within a half-mile, or even a quarter mile of every residence?
- How will the City fund the basic pedestrian infrastructure that is needed throughout Portland to create the connections that are fundamental to the concept?

Conclusion:

The 20-minute neighborhood concept provides a useful framework for initiating community conversations about planning issues such as density, transportation infrastructure, and the effects of the built environment on a community's social, environmental, economic, and physical health. Moreover, the concept provides a framework that can begin to assess who can access basic services within their neighborhood, how they can access them, and how they benefit from that access.

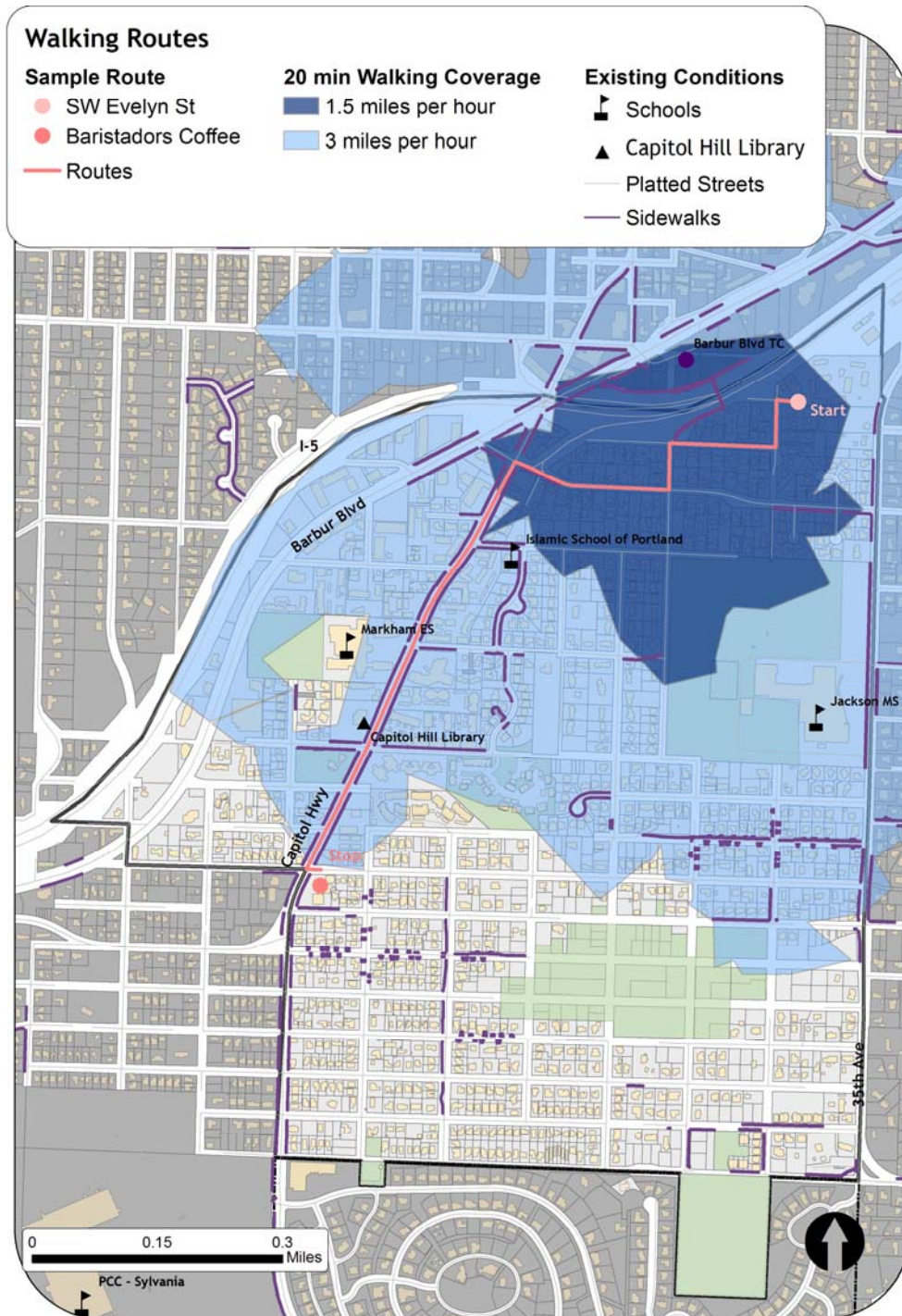
However, the concept presents a number of limitations. It does not ensure that social equity issues are considered, and therefore has the potential to neglect the problem of displacement caused by gentrification. Furthermore, as illustrated in the technical analysis, the 20-minute measurement and neighborhood unit also call into question the literal feasibility of the concept.

Overall, the 20-minute neighborhood concept offers a useful framework for communicating

planning terms and issues with community members in a way that is relevant to their individual lives and experiences. The 20-minute neighborhood concept offers a way to determine the course of community change from a collective understanding of individual daily needs rather than a top-down regulatory framework.

FIGURE 1

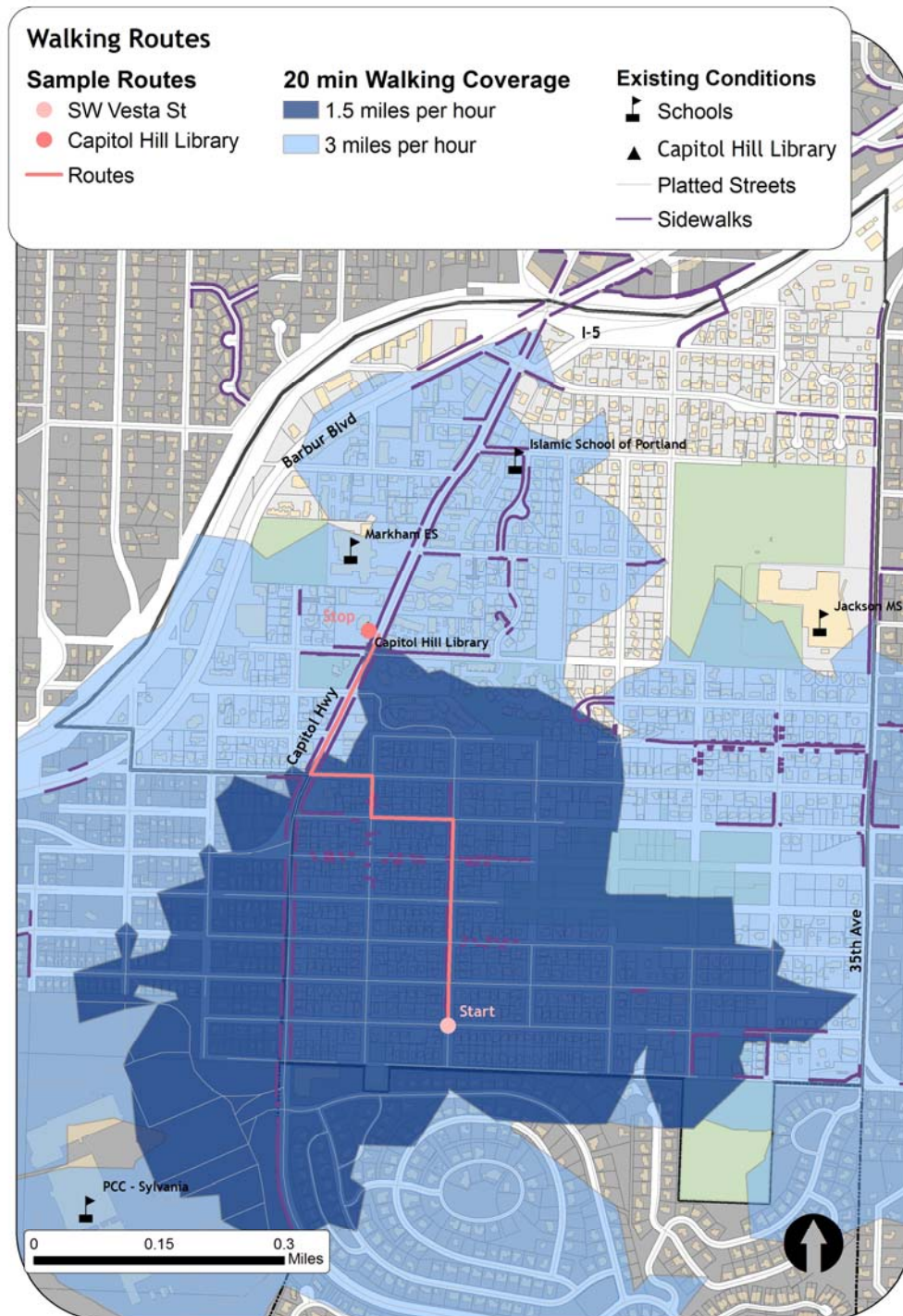
West Portland Park: Pedestrian Routes Analysis Sample Route - Baristadors



Source: RLIS
Date: April, 2009

FIGURE 2

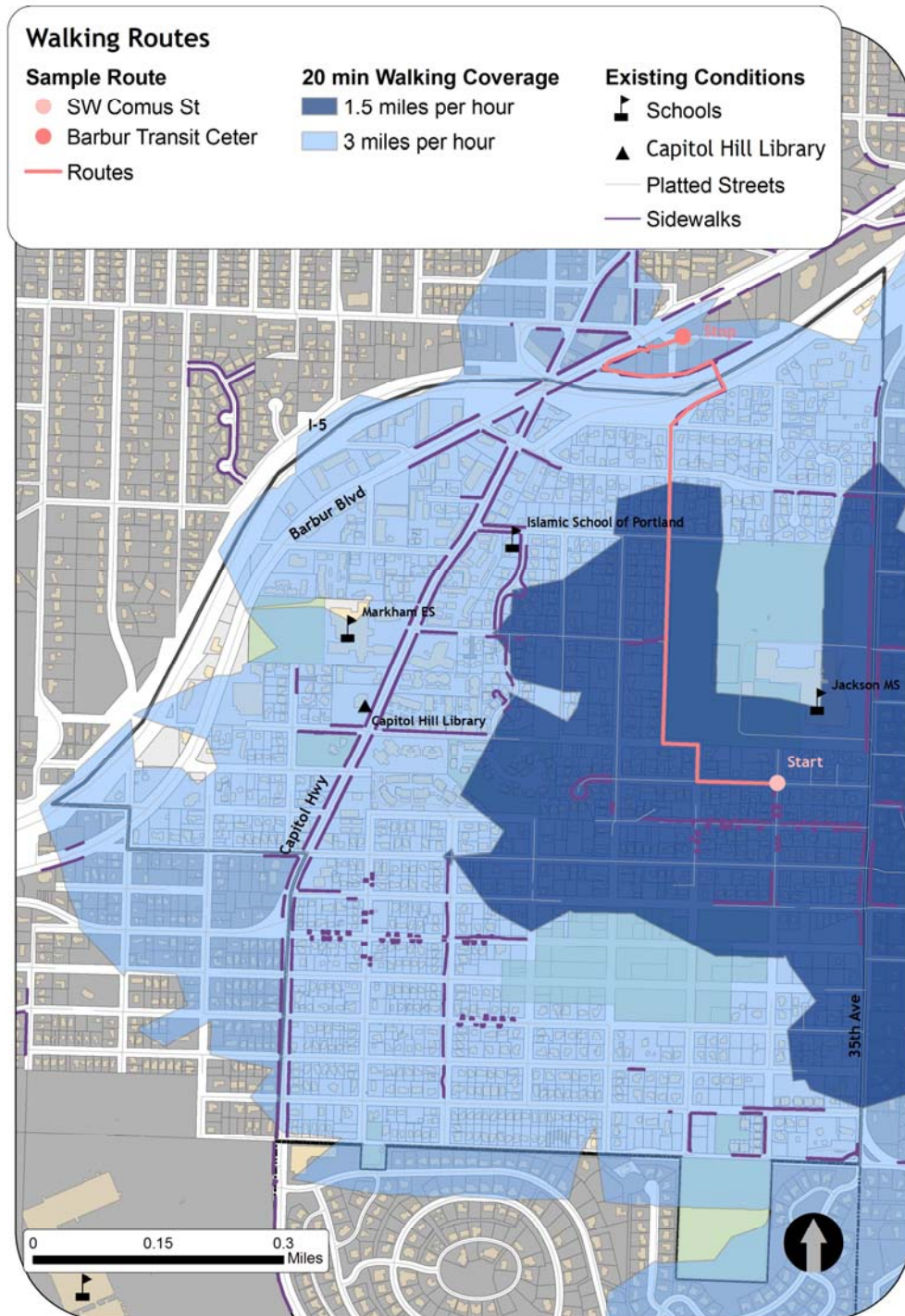
West Portland Park: Pedestrian Routes Analysis Sample Route - Capitol Hill Library



Source: RLIS
Date: April, 2009

FIGURE 3

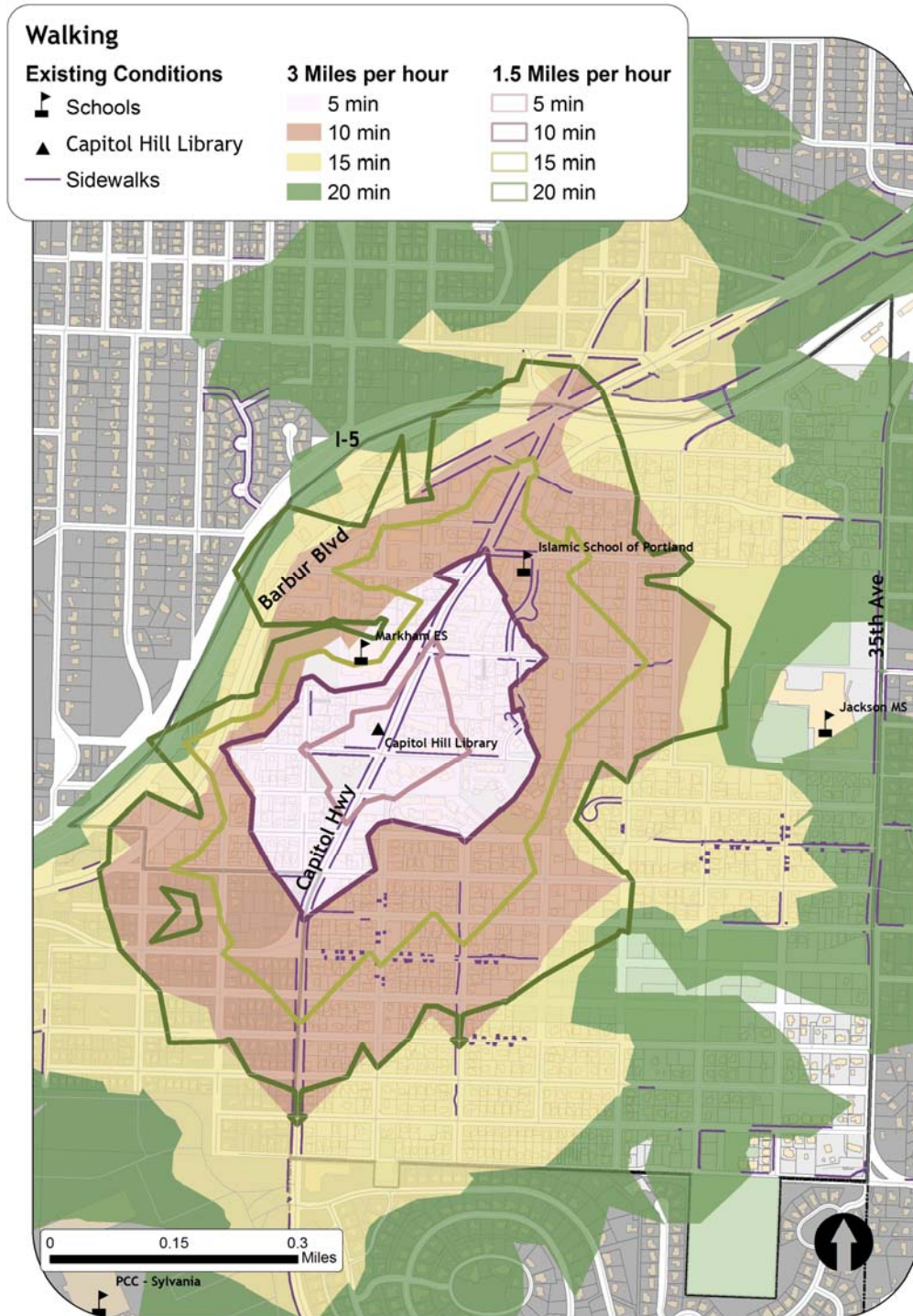
West Portland Park: Pedestrian Routes Analysis Sample Route - Barbur Transit Station



Source: RLJS
Date: April, 2009

FIGURE 4

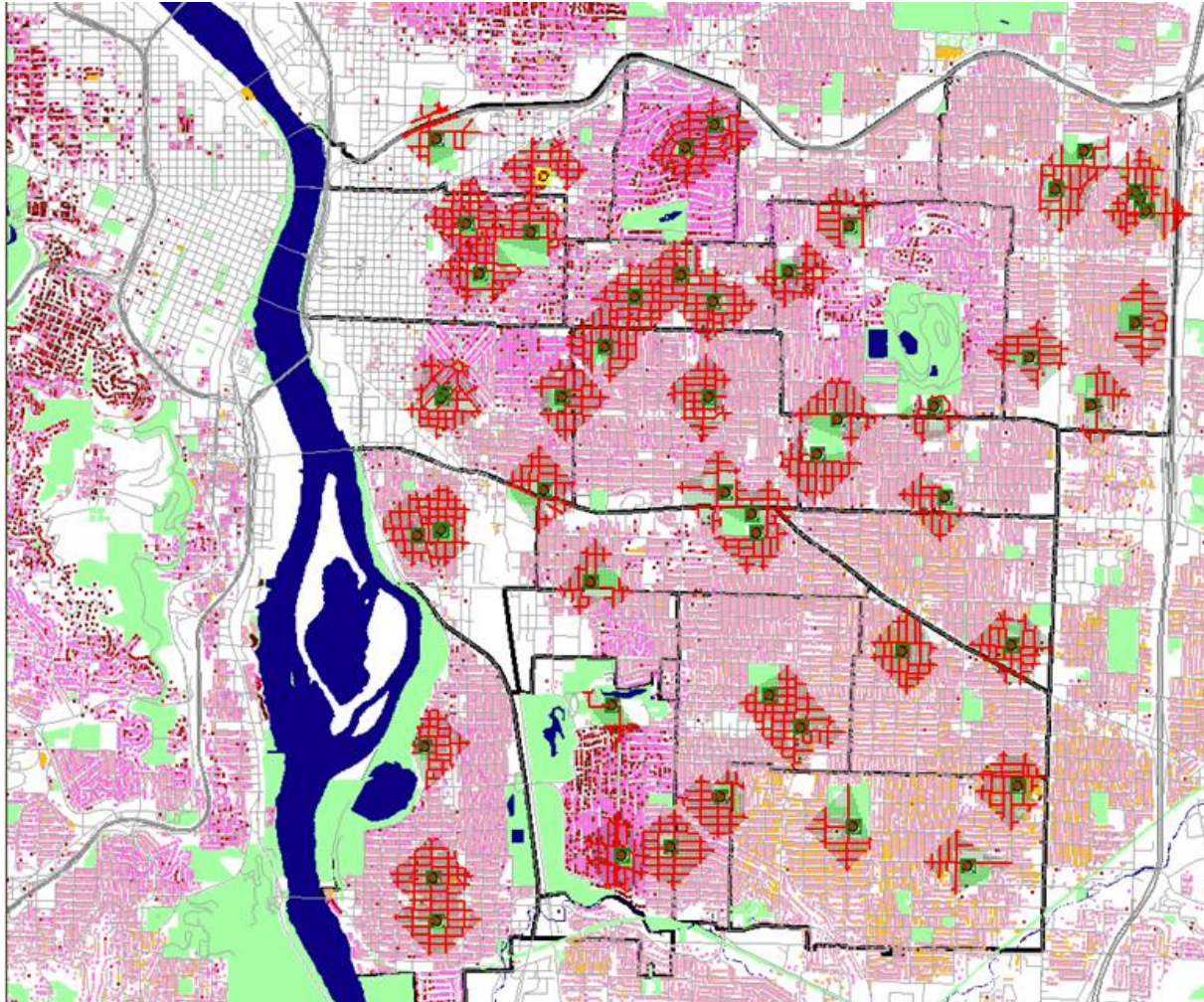
West Portland Park: Capitol Hill Library 20 Minute Walking Service Area



Source: RLIS
Date: April, 2009

FIGURE 5

Demonstration in Southeast Portland of Quarter-Mile Walking Centers in Grid Street Pattern



Source: Developed by PSU Community Development Capstone Students in coordination with Southeast Uplift. Received from Meg Merrick, Coordinator of the Community Geography Project at the Institute of Metropolitan Studies in May 2009.

APPENDIX B



LIST OF TECHNICAL AND NEIGHBORHOOD INTERVIEWS

TECHNICAL INTERVIEWS		NEIGHBORHOOD INTERVIEWS	
Name	Organization	Name	Organization
Alma Flores	BPS	Leonard Gard	Southwest Neighborhoods Inc
Ric Vrana	Tri-Met	Sarah Lewins	Markham Elementary School
Dennis Wilde	Gerding Edlen	John Ferraro	Jackson Middle School
April Bertelson	PBOT	Richard Nitti	Neighborhood House
Meg Merrick	PSU- IMS	Don Baack	Southwest Neighborhoods Inc
Nancy Stevens	Kaiser Permanente	Patti Vincent	Capitol Hill Library
Amanda Fritz	Portland City Commissioner	Kirk Caudill	Metro Car Care Center
Ken Pirie	Walker Macy	Simone Goldfeder	Southwest Hills Residential League
Randy Evans	PDC	April Fong	Portland Community College
Alan de la Torre	PSU	Rob Shirley	WPPNA Land Use Chair
Sheila Frugoli	BDS	Amanda Fritz	Former WPPNA Board Member
Vivek Shandas	PSU	Imtiaz Khan	As'saber Mosque
Radcliffe Dacanay	BPS	Jan Effers	EMO
Phil Nameny	BPS	Linda Gerber	Portland Community College
Brian Sheehan	BPS	Randy McEwen	Neighborhood House
Jennifer Devlin	BES	Meera Bhatra	Friends of Holly Farm Park
Gabriel Graff	SR2S -PBOT	Dona Hippert	
Laura Herbon	Walker Macy		

APPENDIX C

WEST PORTLAND PARK BUSINESS SURVEY SUMMARY

A two page written survey was distributed to 55 businesses within the West Portland Park neighborhood and to additional businesses located near the intersection of SW Capitol Highway and SW Barbur Boulevard in March 2009. The purpose of this survey was to assess the general satisfaction of business owners with the neighborhood, interest in coordination, and determine potential interest in specific improvements that could contribute to a 20-minute neighborhood. Surveys were hand delivered to businesses. Each was given one week until a scheduled pick up date. For each business at least two attempts were made to retrieve the survey. A total of 55 businesses were given surveys with 28 returned for a response rate of approximately 50%.

The results of this survey informed recommendations for the study *20-Minutes in West Portland Park: Opportunities for Access*. The survey instrument is included at the end of this summary.

Summary of findings:

- The number of years in business varied widely from less than 1 year to 64 years. The average number of years in business was 21 years. The average number of years in the current location was 15 years.
- The mean number of full time employees was 6, while the mean for part time employees was lower at 4.
- 74% rent their place of business and 26% own the building.
- Just under 30% of employees live within 5 miles of the business. Approximately 33% live 6-10 miles, 30% live 10 -15 miles, and 7% live more than 15 miles.
- Most employers reported that employees typically drive to work - 93%. While 30% reported at least some employees using transit. Bicycling and walking combined

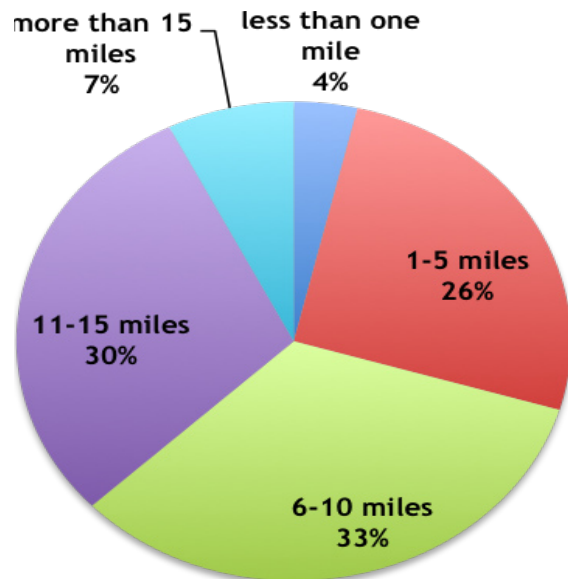


Figure 1: Employee travel distance from work

were reported as a mode choice by 18% of the respondents. 7% reported that employees carpool to work.

- Five businesses reported that most of their customers come from the West Portland Park neighborhood or 18%. The majority (59%) reported that most of their customers come from greater SW Portland. While 7% reported customers coming from elsewhere in Portland, 14% reported customers coming from outside of Portland.

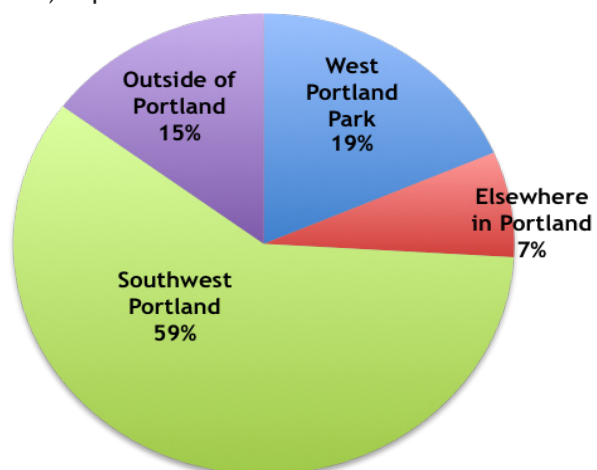


Figure 2: Location of business customers

- The majority of respondents (77%) reported that parking was sufficient for customers and employees.
- The majority of businesses (78%) reported being satisfied with their current location. 11% were neutral and 11% were unsatisfied.
- The top businesses that respondents indicated would attract more customers to the West Portland Park include a bank (50%), a full service restaurant (45%), a grocery store (41%), a movie theater (36%), and a bookstore (36%).
- Less than half (45%) have plans to expand. 80% reported they plan to stay/expand in the neighborhood.
- Attractive signage (60%) and safe driving conditions (57%) were considered very important characteristics in attracting more customers. Over half (54%) also reported that a safe pedestrian environment and maintained buildings are very important

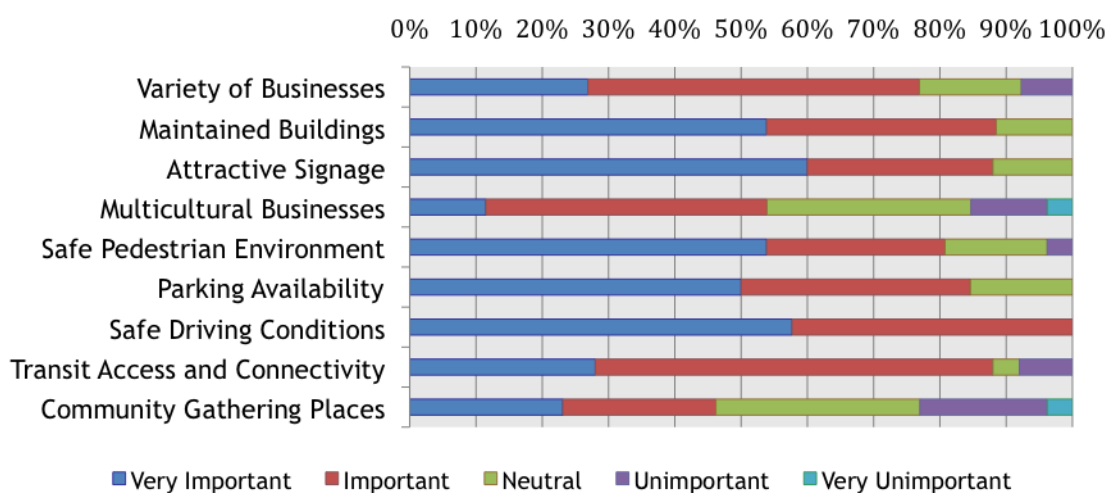


Figure 3: Neighborhood Characteristics to Attract More Customers

The improvements respondents felt were very important to improving the business area were streetscape, pedestrian safety and storefront beautification (22%).

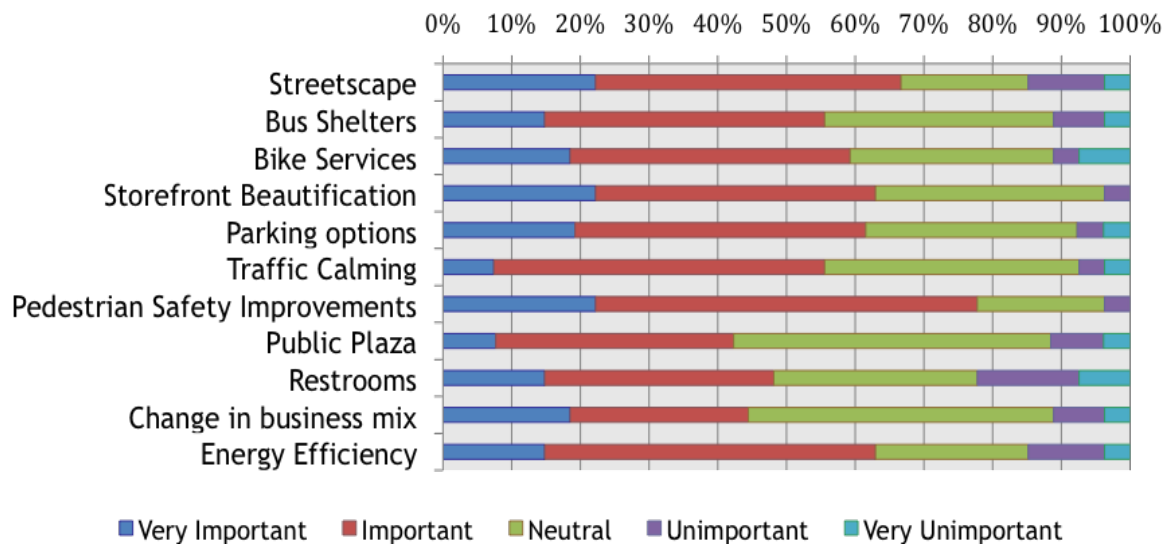


Figure 4: Improvements to business area

- 40% of the respondents felt that pedestrian improvements would help their business.
- Over 40% of respondents felt that traffic congestion had a high or very high impact on their business. Another 40% felt that traffic had a neutral impact. While 16% felt that traffic had a low or very low impact on their business.
- Just over one third, (37%) of businesses felt their storefronts need improvements to attract more customers. 33% felt no need for improvements and 29% felt they may need improvements. Of those that felt the need to improve their storefront, 53% wanted better signage and 20% would like new paint. 45% are interested in a matching grant to help with improvements.
- 45% indicated that they would be interested in joining a business association.

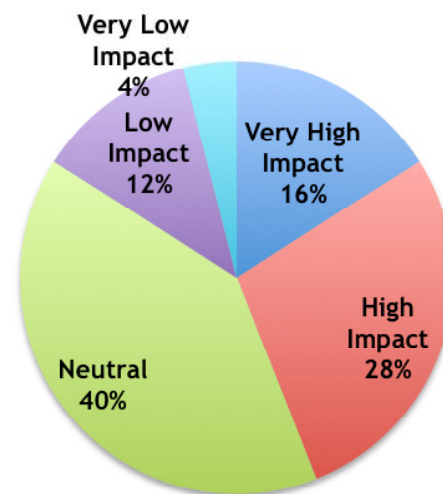


Figure 5: Traffic impacts to businesses



West Portland Park Business Survey Instrument

Intersect Planning, a group of Portland State University graduate students, is conducting a study of the West Portland Park neighborhood. Please take a few minutes to complete this survey. If you have any questions, please contact Sara Wright at 503-432-3782, or intersectplan@gmail.com.

1. Do you rent ☐ or own ☐ your business facility?
2. Number of full-time employees _____ Number of part-time employees _____
Please include owner(s) who work at the business.
3. How far from your business do most of your employees live? (Please check one)
☐ <1 mile ☐ 1-5 miles ☐ 6-10 miles ☐ 11-15 miles ☐ More than 15 miles
4. How do your employees typically get to work? (Please check all that apply.)
☐ Drive ☐ Carpool ☐ Public Transportation ☐ Bike ☐ Walk
5. What neighborhood do you (business owner/manager) live in? _____
6. Is parking sufficient to meet your customer and employee needs? ☐ Yes ☐ No
 6a. Why, or why not? _____
 6b. Do you feel that you have more parking spaces than you need? ☐ Yes ☐ No
7. Where do most of your customers live? (Please check one)
☐ West Portland Park neighborhood ☐ Southwest Portland
☐ Elsewhere in Portland ☐ Outside of Portland
8. What percentage of your customers are PCC students/faculty/staff? (Please check one)
☐ 0-25% ☐ 26 - 50% ☐ 51-75% ☐ 75% +
9. How satisfied are you with your present location?
☐ Satisfied ☐ Neutral ☐ Unsatisfied ☐ Plan to Move
 Please explain. _____
10. Do you have any plans to expand your business? ☐ Yes ☐ No
 10a. If yes, do you plan to stay in the neighborhood? ☐ Yes ☐ No
11. Are you active in neighborhood activities / organizations? Please list them: _____

Characteristics	Very Important	Important	Neutral	Unimportant	Very Unimportant
A Greater Variety of Businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintained Buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Attractive and Visible Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of Multi-Cultural Businesses/Activities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe Pedestrian Environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safe Driving Conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Access and Connections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community Gathering Places	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. Please rate the types of improvements you would like to see in your business area on a scale of very important to very unimportant.

Improvements	Very Important	Important	Neutral	Unimportant	Very Unimportant
Streetscape: Benches, lighting, trees, trash cans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus Shelters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike Services: Racks, Lanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storefront Beautification	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More Parking Options	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Calming Devices (signals/medians)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Safety Improvements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Plaza	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restrooms	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Change in Business Mix	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Energy Efficiency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (Please List) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



West Portland Park Business Survey

14. Do you think improvements to the pedestrian environment would help your business?

☐ Yes ☐ No ☐ Maybe

15. Please rate the impact you feel traffic congestion has on your business:

Very High Impact	High Impact	Neutral	Low Impact	Very Low Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

16. Do you feel your storefront requires improvements to attract more customers?

☐ Yes ☐ No ☐ Maybe

16a. If you answered yes or maybe, what improvements would you like to make?

☐ New Paint ☐ Better Signage ☐ Awnings ☐ Remodel ☐ New Windows ☐ Other _____

16b. If you answered yes, would you be interested in a matching grant program to help you with improvements?

☐ Yes ☐ No ☐ Maybe

17. From the following list of businesses and amenities, please choose the top FIVE you feel would attract more customers to West Portland Park.

<input type="checkbox"/>	Grocery store	<input type="checkbox"/>	Bank	<input type="checkbox"/>	Furniture Store
<input type="checkbox"/>	Full-Service Restaurant	<input type="checkbox"/>	Laundromat	<input type="checkbox"/>	Bookstore
<input type="checkbox"/>	Fast-Food Restaurant	<input type="checkbox"/>	Pharmacy	<input type="checkbox"/>	Hardware Store
<input type="checkbox"/>	Food Carts	<input type="checkbox"/>	Specialty Foods	<input type="checkbox"/>	Antique Store
<input type="checkbox"/>	Coffee Shop	<input type="checkbox"/>	Post Office	<input type="checkbox"/>	Place of Worship
<input type="checkbox"/>	Bakery	<input type="checkbox"/>	Childcare	<input type="checkbox"/>	Discount Store
<input type="checkbox"/>	Movie Theater	<input type="checkbox"/>	Meeting spaces	<input type="checkbox"/>	Print shop
<input type="checkbox"/>	Toy Store	<input type="checkbox"/>	Florist/Garden Center	<input type="checkbox"/>	Retail Music Store
<input type="checkbox"/>	Bike Shop/Sporting Goods	<input type="checkbox"/>	Fitness Studio	<input type="checkbox"/>	Art Gallery
<input type="checkbox"/>	Clothing/Shoe Store	<input type="checkbox"/>	Pet Supply Store	<input type="checkbox"/>	Other _____

18. Would you be interested in joining a Business Association for businesses in this area? ☐ Yes ☐ No

19. What kinds of services would you be interested in from the Business Association? (Please check all that apply.)

☐ Joint Marketing/Promotions ☐ Window Display Assistance ☐ Technical Assistance ☐ Advocacy
☐ Town Center Branding ☐ Information on Sustainable Business Practices ☐ Other _____

20. Is there anything else you would like us to know about the West Portland Park business environment?

Please tell us a bit about your business. This information will remain anonymous and confidential.

Name of Business _____

Name of Business Owner _____

Business Address _____

E-mail Address (for distribution of survey results) _____

Which of the following categories best describes your business?

☐ Retail ☐ Office ☐ Industrial ☐ Institutional (i.e., education, religious, charitable)
☐ Restaurant ☐ Other (Please Describe) _____

How many years has your business been in operation? _____

How many years has your business operated in its current location? _____

Business Community Outreach

The following information, along with the business report will be distributed to businesses that filled out Intersect Planning's Business Survey in June 2009.

DRAFT LETTER

Thank you for taking the time to complete Intersect Planning's Business Survey. As a follow-up to the survey Intersect Planning is distributing the attached *Business Survey Report*.

In addition, due to the level of interest in establishing a West Portland Park Business Association that respondents indicated on the survey, we have included the following information for your benefit.

Thank you again for your help.

Sincerely,
Intersect Planning

Typical benefits of forming a recognized Business District Association (BDA):

- Business districts exist to serve the needs of their immediate neighborhoods while marketing their distinctive personalities. An active business association becomes a community. Merchants know their neighbors, communicate more amongst themselves, report petty crime, discuss possible problems, begin to market collectively and discuss the future direction of the district.
- By joining together in a BDA, businesses can share knowledge and experience with each other, which is normally done with monthly (or quarterly) meetings.
- Other benefits include:
 - Eligibility for grants from the Alliance of Portland Neighborhood Business Associations, Inc. (APNBA) for various projects.
 - Community commitment to doing business with their members first whenever possible.
 - Creation of joint marketing campaigns.
 - Involving your neighbors/neighborhood associations to bring in more customers.
 - Publishing a local newsletter.
 - Coordinated neighborhood events.
 - "Branding" of the geographical area to attract external customers.
 - A stronger voice in government matters that affect members.
 - Network with other BDA officers and members.

The West Portland Park Neighborhood Association has offered to host an informational forum where the director of the APNBA will present information on how to form a BDA for all interested businesses owners. If you are interested in attending this forum please contact Jim McLaughlin at jjim.mclaughlin@gmail.com. Or for more general information on BDAs in Portland contact APNBA at 503-477-9648 (phone); 503-477-9641 (fax); or visit their website at www.apnba.com.

APPENDIX D

WEST PORTLAND PARK COMMUNITY SURVEY SUMMARY

The following report presents results of a community survey conducted in March and April of 2009. The survey was developed to collect information from individuals who use existing neighborhood destinations. The survey was administered in three ways: first, it was made available at a number of neighborhood destinations; second, it was administered in person by Intersect Planning team members at various neighborhood destinations and at different times of day; and third, it was posted online and advertised throughout the neighborhood and on the Intersect Planning website. A total of 97 community surveys were collected¹. The results of this survey were used to inform the study *20-minutes in West Portland Park: Opportunities for Access*. The survey instrument is included at the end of this summary.

Summary of findings:

- Restaurants (63% of respondents) and coffee shops (60%) were the most frequented businesses in West Portland Park. Transportation associated businesses such as gas stations and automotive repair was the third highest type of business used in the neighborhood at 45%. Additional business categories are shown below in Figure 1. An additional 8% specifically noted frequenting Barbur World Foods in the optional 'other' category.

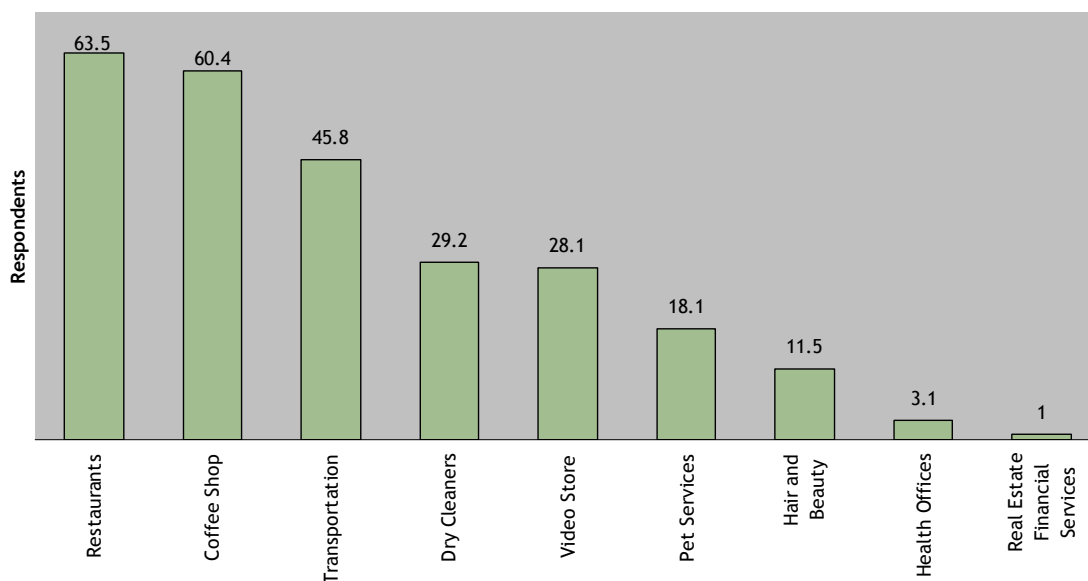


Figure 1: Percentage of respondents who frequent neighborhood commercial destinations

¹ A map of the closest intersection to respondents homes is included at the end of this summary. This is a partial representation of participants for general reference regarding the spatial distribution within the neighborhood

- Just over a quarter (26%) reported being satisfied with neighborhood businesses. While 35% were somewhat satisfied and 22% were not satisfied. An additional 13% did not know.
- The Capitol Hill Library was the most frequently visited amenity at 72%. Followed by PCC Sylvania and the track and fields at Jackson Middle school each around 36%. Holly Farm Park was also selected frequently at 32%. Additional amenity categories are shown below in Figure 2. **While these results help to identify generally what amenities are frequently used in the neighborhood, they are biased by survey location. Most respondents were intercepted in front of the Capitol Hill Library.**

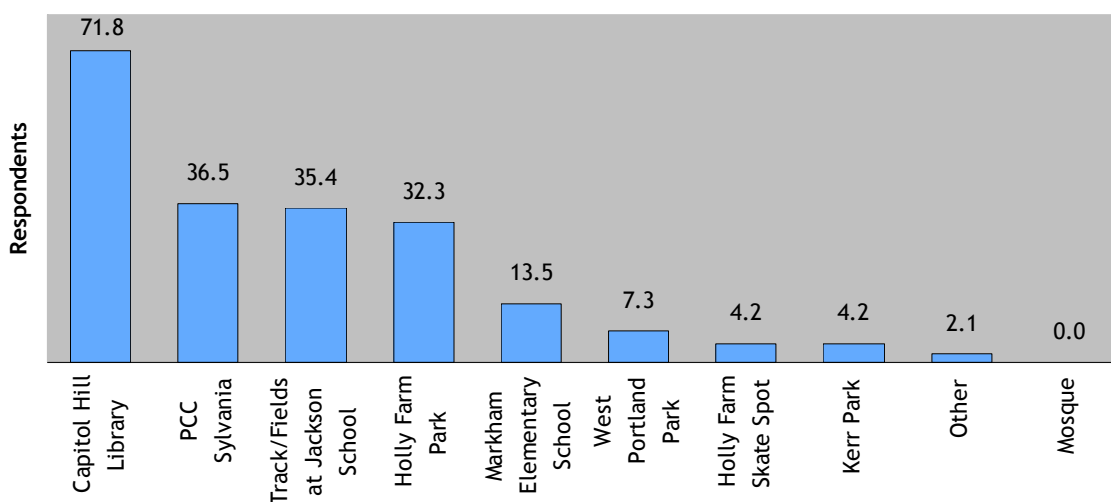


Figure 2: Percentage of respondents who frequent neighborhood amenities

- Slightly more respondents were satisfied with neighborhood amenities versus business satisfaction at 30%, while 33% were somewhat satisfied. Equal numbers were not satisfied or did not know at 11.5%. Generally amenities were viewed more favorably than the neighborhood businesses as shown in Figure 3.

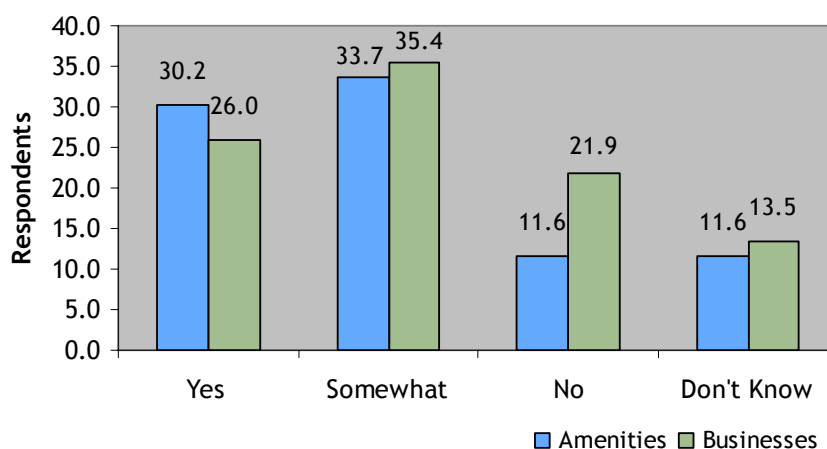


Figure 3: Comparison of neighborhood business and amenity satisfaction

- Respondents were asked what businesses they would like to see in the neighborhood. A bookstore and a bakery were the top choices - both were selected 37 times. The top choices also included a post office (32) a grocery store (30) and additional full service restaurants (29).
- Respondents were asked where they did most of their grocery shopping. Most shopping was completed at larger discount grocery stores, close to, but outside of, the neighborhood. Fred Meyer was the top choice cited 45 times followed by Winco at 34, New Seasons at 24, Trader Joes at 23 and Barbur World Foods at 22.
- Only 30% reported having school aged children in their household. Of these, 17% attend Markham Elementary and Jackson Middle School which are located in the neighborhood.
- The majority of respondents drive to destinations within the neighborhood at 54%. However, a significant number reported walking or using multiple modes (41% combined) including walking as their primary means of transportation in the neighborhood.

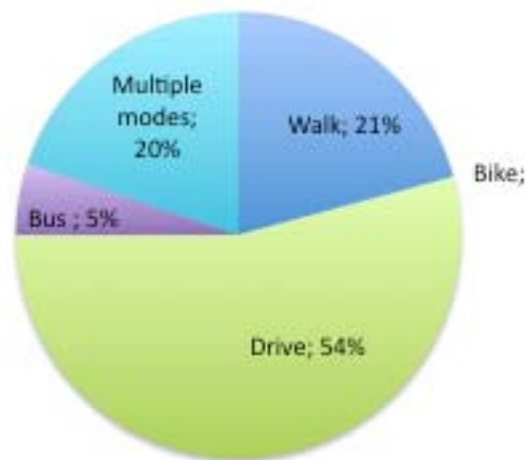


Figure 4: Primary transportation mode used in the neighborhood

- Over half (55%) of respondents live in the neighborhood, 37% were visiting destinations and 8% did not answer.
- Of those who live in the neighborhood, 18% had lived there for less than a year. 28% have lived there between 1-4 years. Both the 5-9 year and 10+ year categories were just under a quarter of respondents at 24% each.
- Over half (55%) of respondents reported that they felt comfortable walking in the neighborhood. 29% felt somewhat comfortable and 9% did not feel comfortable.
- 57% said the improved sidewalks would make them more likely to walk in the neighborhood. 36% noted crosswalks and 23% improved lighting. 18% said more business choices would likely increase their walking. Additional improvement choices are shown in Figure 5 on the next page.

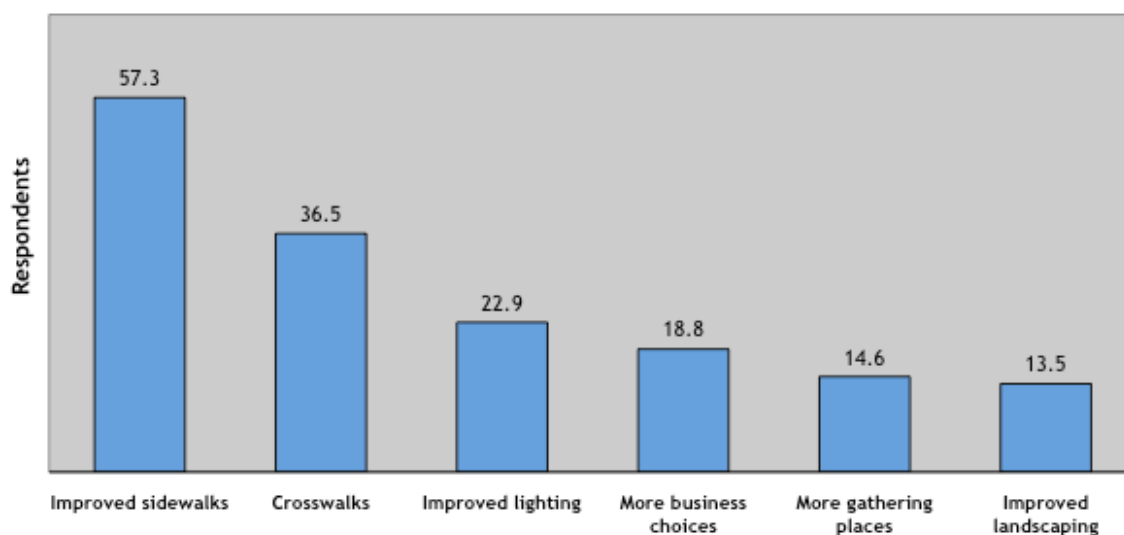


Figure 5: Desired walking improvements by percentage of respondents

- Far fewer respondents felt comfortable bicycling in the neighborhood. 18% reported feeling comfortable and 21% felt somewhat comfortable and 29% did not.
- 57% said the improved bike lanes would make them more likely to bicycle in the neighborhood. 25% selected improved pavements conditions and 20% improved lighting. Around 19% reported bicycle route signage would be helpful. Additional improvement choices are shown in Figure 6 below.

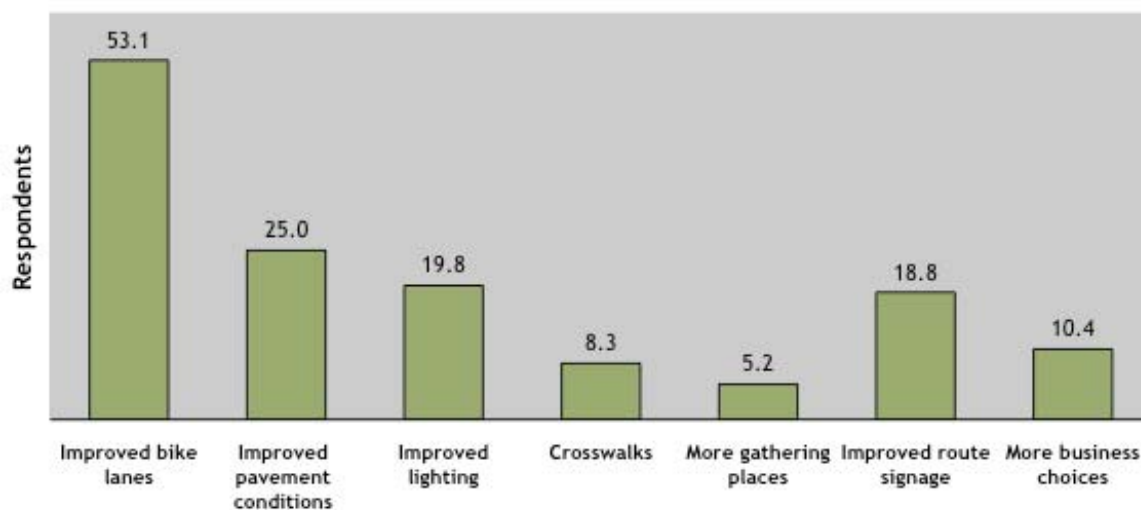


Figure 6: Desired bicycling improvements by percentage of respondents

- Respondents were asked about their general satisfaction with various aspects of the neighborhood. While over half of the respondents reported feeling comfortable walking in the neighborhood, only 35% reported being very satisfied or satisfied with walking facilities in the neighborhood as shown in Figure 7. Only 12% were very satisfied or satisfied with cycling facilities. Satisfaction with personal safety and transit availability ranked most favorably at 60% and 55% respectively.

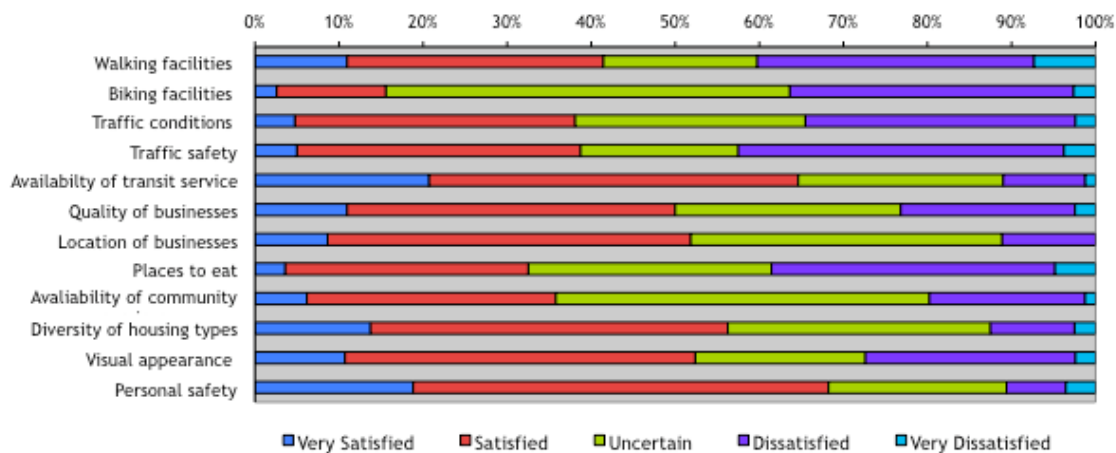


Figure 7: Level of satisfaction with neighborhood characteristics percentage of responses

- Respondents were asked what they liked best and least about West Portland Park. The most commonly mentioned characteristics were:

Best

- Ease of access to surrounding destinations and transportation corridors
- Natural setting
- Capitol Hill Library
- Local businesses
- Holly Farm Park

Least

- Condition or lack of pedestrian infrastructure
- Mix of local businesses
- Safety (crime, driving and walking conditions)
- Traffic conditions (congestion, bad intersection at Barbur and Capitol)
- Street conditions (unpaved roadways)

- Respondents were asked about various social perceptions of the neighborhood. Just under half (48%) reported that they often or sometimes get together to neighbors for social events. A much greater number (80%) report that they feel at least somewhat comfortable asking neighbors for help. Full results are shown in Figures 8 and 9 below.

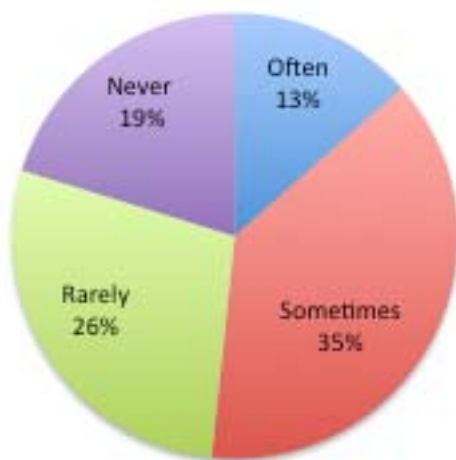


Figure 8: Percentage that gather for social events

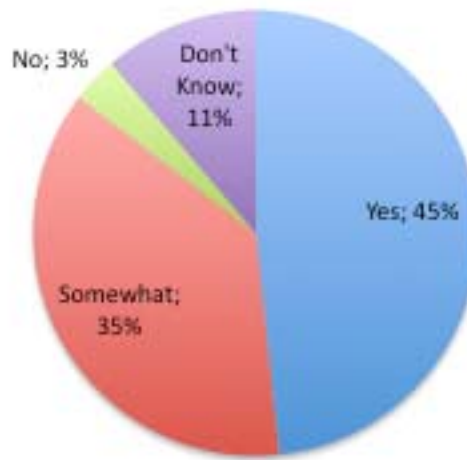


Figure 9: Percentage that feel comfortable asking for help

- Only 21% reported involvement in their neighborhood association. Of those that were not involved, only 18 respondents said they would like to be in the future.

Demographics:

- Respondents were 52% female and 35% male. 12 did not respond.
- 61% own their home, while 22% rent. 16 did not respond.
- 34% have children under 18 in the home.
- 15% have other dependents in the home.
- Those aged 25-44 made up nearly half of the respondents.
- Those with household income over \$100,000 made up the largest group of respondents.

Household Income

	Frequency
<\$25,000	15
\$25,000-49,999	11
\$50,000 -74,999	19
\$75,000-99,999	15
\$100,000+	21
Missing	14
Total	82

Age

	Frequency
15-24	5
25-34	23
35-44	21
45-54	18
55-64	10
65+	10
Missing	9
Total	87

West Portland Park Community Survey Instrument

Intersect Planning, a group of Portland State University graduate students, is conducting a study of the West Portland Park neighborhood and would like to hear your thoughts. Please take a few minutes to complete this survey.

1. What businesses do you frequently visit within the West Portland Park neighborhood? (Please check all that apply.)

<input type="checkbox"/> ₁ Restaurants	<input type="checkbox"/> ₆ Transportation (gas, auto repair)
<input type="checkbox"/> ₂ Hair and Beauty	<input type="checkbox"/> ₇ Health Offices
<input type="checkbox"/> ₃ Real Estate/Financial Services	<input type="checkbox"/> ₈ Dry Cleaners
<input type="checkbox"/> ₄ Video Store	<input type="checkbox"/> ₉ Pet Services/Supplies
<input type="checkbox"/> ₅ Coffee Shop	<input type="checkbox"/> ₁₀ Other _____

2. Are you satisfied with the businesses currently available in West Portland Park?

☐ ₁ Yes ☐ ₂ Somewhat ☐ ₃ No ☐ ₄ Don't know

3. What amenities do you frequently visit within or near the West Portland Park neighborhood? (Please check all that apply.)

<input type="checkbox"/> ₁ Holly Farm Park	<input type="checkbox"/> ₆ Holly Farm Skate Spot
<input type="checkbox"/> ₂ West Portland Park	<input type="checkbox"/> ₇ PCC Sylvania
<input type="checkbox"/> ₃ Capitol Hill Library	<input type="checkbox"/> ₈ Kerr Park
<input type="checkbox"/> ₄ Markham Elementary School	<input type="checkbox"/> ₉ Rizwan Mosque
<input type="checkbox"/> ₅ Track/Fields at Jackson Middle School	<input type="checkbox"/> ₁₀ Other _____

4. Are you satisfied with the amenities currently available in West Portland Park?

☐ ₁ Yes ☐ ₂ Somewhat ☐ ₃ No ☐ ₄ Don't know

5. What additional businesses or amenities would you like to see in West Portland Park? Please choose the top **FIVE** you would like to see in West Portland Park.

<input type="checkbox"/> ₁ Grocery store	<input type="checkbox"/> ₁₁ Bank	<input type="checkbox"/> ₂₁ Furniture Store
<input type="checkbox"/> ₂ Full-Service Restaurant	<input type="checkbox"/> ₁₂ Laundromat	<input type="checkbox"/> ₂₂ Bookstore
<input type="checkbox"/> ₃ Fast-Food Restaurant	<input type="checkbox"/> ₁₃ Pharmacy	<input type="checkbox"/> ₂₃ Hardware Store
<input type="checkbox"/> ₄ Food Carts	<input type="checkbox"/> ₁₄ Specialty Foods	<input type="checkbox"/> ₂₄ Antique Store
<input type="checkbox"/> ₅ Coffee Shop	<input type="checkbox"/> ₁₅ Post Office	<input type="checkbox"/> ₂₅ Place of Worship
<input type="checkbox"/> ₆ Bakery	<input type="checkbox"/> ₁₆ Childcare	<input type="checkbox"/> ₂₆ Discount Store
<input type="checkbox"/> ₇ Movie Theater	<input type="checkbox"/> ₁₇ Meeting Spaces	<input type="checkbox"/> ₂₇ Print shop
<input type="checkbox"/> ₈ Toy Store	<input type="checkbox"/> ₁₈ Florist/Garden Center	<input type="checkbox"/> ₂₈ Retail Music Store
<input type="checkbox"/> ₉ Bike Shop/Sporting Goods	<input type="checkbox"/> ₁₉ Fitness Studio	<input type="checkbox"/> ₂₉ Art Gallery
<input type="checkbox"/> ₁₀ Clothing/Shoe Store	<input type="checkbox"/> ₂₀ Pet Supply Store	<input type="checkbox"/> ₃₀ Other _____

6. Where do you usually do most of your grocery shopping?

☐ ₁ Albertsons ☐ ₂ Fred Meyer ☐ ₃ WinCo ☐ ₄ New Seasons ☐ ₅ Costco ☐ ₆ Whole Foods
☐ ₇ Safeway ☐ ₈ Trader Joe's ☐ ₉ Barbur World Foods ☐ ₁₀ Other _____
 Location _____

7. Do you have school-aged children living in your household? ☐ ₁ Yes ☐ ₂ No

7a. If yes, which school do they attend? (Please check all that apply.)

☐ ₁ Markham Elementary ☐ ₂ Jackson Middle ☐ ₃ Wilson High ☐ ₄ Stephenson Elementary
☐ ₅ Private School ☐ ₆ Other Portland Public School ☐ ₇ Islamic School of Portland

8. How do you typically get to destinations within West Portland Park?

☐ ₁ Walk ☐ ₂ Bike ☐ ₃ Drive ☐ ₄ Bus ☐ ₅ Other _____

9. Do you feel comfortable walking in the neighborhood?

☐ ₁ Yes ☐ ₂ Somewhat ☐ ₃ No ☐ ₄ Don't know

10. What kinds of improvements would make you more likely to walk to neighborhood destinations?

☐ ₁ Improved sidewalks ☐ ₂ Improved landscaping ☐ ₃ Improved lighting ☐ ₄ Crosswalks
☐ ₅ More business choices ☐ ₆ More gathering places ☐ ₇ Other _____

11. Do you feel comfortable biking in the neighborhood?

☐ ₁ Yes ☐ ₂ Somewhat ☐ ₃ No ☐ ₄ Don't know

12. What kinds of improvements would make you more likely to bike to neighborhood destinations?

- ☐ ₁ Improved bike lanes ☐ ₂ Improved pavement conditions ☐ ₃ Improved lighting
☐ ₄ Improved route signage ☐ ₅ More business choices ☐ ₆ Crosswalks
☐ ₇ More gathering places ☐ ₈ Other _____

13. Based on your personal experience, how satisfied are you with the following aspects of the West Portland Park neighborhood?

	Very Satisfied	Satisfied	Uncertain	Dissatisfied	Very Dissatisfied
Walking facilities	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Biking facilities	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Traffic conditions	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Traffic safety	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Availability of transit service	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Quality of businesses	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Location of businesses	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Places to eat	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Availability of community services	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Diversity of housing types	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Visual appearance	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Personal safety	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅

14. What three things do you like best about West Portland Park?

1. _____
 2. _____
 3. _____

15. What three things do you like least about West Portland Park?

1. _____
 2. _____
 3. _____

16. Do you live in the West Portland Park neighborhood?

- ☐ ₁ Yes ☐ ₂ No

16a. If no, what is the reason for your visit today? _____

17. How long have you lived in your current home?

- ☐ ₁ Less than 1 year ☐ ₂ 1-4 years ☐ ₃ 5-9 years ☐ ₄ 10+ years

18. Do you and your neighbors get together for social events?

- ☐ ₁ Often ☐ ₂ Sometimes ☐ ₃ Rarely ☐ ₄ Never

19. Do you feel comfortable asking your neighbors for help?

- ☐ ₁ Yes ☐ ₂ Somewhat ☐ ₃ No ☐ ₄ Don't know

20. Are you currently active in your neighborhood association?

- ☐ ₁ Yes ☐ ₂ No

20a. If not, would you like to be? ☐ ₁ Yes ☐ ₂ No

21. Are you active in other community organizations? Please list them:

22. What neighborhood issue you would like learn more about? _____

23. Is there anything else you would like to share about your neighborhood? _____

We would like to know a bit about you. This information will remain anonymous and confidential.

Are you: ☐ ₁ Female ☐ ₂ Male Do you own or rent your home? ☐ ₁ Own ☐ ₂ Rent

How old are you? ☐ ₁ 15-24 ☐ ₂ 25-34 ☐ ₃ 35-44 ☐ ₄ 45-54 ☐ ₅ 55-64 ☐ ₆ 65+

Do you have children under the age of 18 in your household? ☐ ₁ Yes ☐ ₂ No

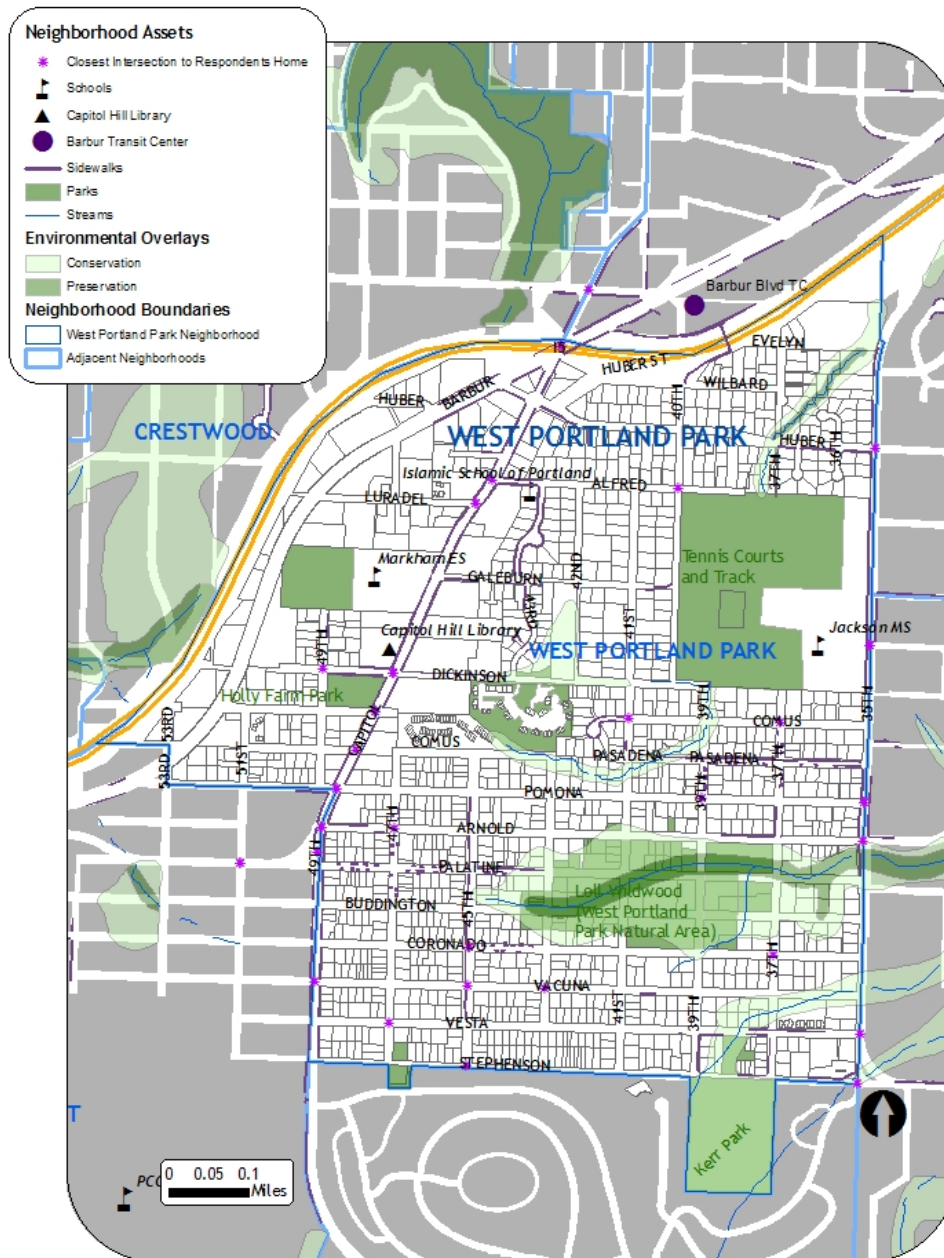
Do you have other dependents in your household? ☐ ₁ Yes ☐ ₂ No

What is your household income? ☐ ₁ < \$25,000 ☐ ₂ \$25,000-\$49,999 ☐ ₃ \$50,000-\$74,999

☐ ₄ \$75,000-\$99,999 ☐ ₅ >100,000

What is the closest intersection to your home? _____

West Portland Park Community Survey Respondents



Source: RLIS.
Date: April, 2009

intersect
PLANNING

APPENDIX E



NEIGHBORHOOD DEMOGRAPHICS

Note: The following information is derived from the 2000 United States Census compiled by neighborhood boundary by the City of Portland's Office of Neighborhood Involvement.

Data is shown for the West Portland Park Neighborhood (WPP) and compared, when appropriate, to the surrounding coalition of neighborhoods in Southwest Neighborhoods Inc. (SWNI)

General Population Demographics

The total population of West Portland Park in 2000 was 3,775 persons and total households numbered 1,570.

Age Distribution

The age distribution in the population was fairly even. The younger (age 0-9) (age 20-29) and middle age groups (age 30-39) are slightly larger in West Portland Park compared to the surrounding area as shown in Table 1.

Table 1: Age Distribution in WPP and surrounding area

	Age 0-9	Age 10-19	Age 20-29	Age 30-39	Age 40-59	60+
WPP	12.8%	11.4%	19.0%	18.1%	27.3%	11.5%
SNWI	10.5%	11.0%	15.3%	15.2%	32.5%	15.5%
Portland	12.0%	11.8%	17.0%	17.2%	27.3%	14.7%

Racial/Ethnic Background

The racial/ethnic background of the residents of West Portland Park was relatively diverse compared to the surrounding southwest Portland neighborhoods with 75.2% white compared to 89.5% in the neighborhoods that comprise SWNI. Latino, Asian and Black residents comprised the largest minority groups in the neighborhood at 7.2 %, 5.0% and 4.7% respectively. Table 2 shows comparisons of West Portland Park, SWNI and Portland.

There is some evidence that the neighborhood is becoming more diverse ethnically in recent years. Enrollment data from 2007 in Markham Elementary school shows that 52.1% of the student population was white only. Black students are more than double the percentage reported for the general population in the 2000 census. Only 3.8% of students come from outside of the neighborhood. However, only 69% of the eligible PPS students attend Markham, which may explain the disparity in population percentages. Jackson Middle School enrollment data are more consistent with neighborhood data from 2000.

17.8% of the residents were foreign born and speak a language other than English in the home.

Table 2: Racial/Ethnic Background of WPP residents and surrounding area

	White	Black	Asian	Latino	American Indian or Alaska Native	Native Hawaiian or Pacific Islander
WPP	75.2%	4.7%	5.0%	7.2%	0.4%	1.1%
SNWI	89.5%	1.5%	3.6%	3.7%	0.5%	0.3%
Portland	80.3%	4.3%	4.8%	6.6%	1.1%	0.4%

Table 3: 2007 Enrollment Statistics for WPP Neighborhood Schools

	White	Black	Asian	Latino	American Indian or Alaska Native
Markam	52.1%	15.2%	7.4%	14.3%	0.6%
Jackson	75.6%	5.7%	6.9%	6.6%	2.1%

Educational Attainment

In general, educational attainment was relatively low when compared to the surrounding neighborhoods and greater Portland. More than double the percentage of residents had no high school diploma (14.4%). Those with a bachelor's degree or masters/professional degree comprised 32.7% of the population in WPP compared to 59.2% in SNWI area and 48.3% in Portland. As shown in Table 4, nearly half of the work eligible (47.2%) population has a high school diploma and/or some college with no degree.

Table 4: Educational Attainment

	Less than 9th Grade	9th - 12th Grade, No Diploma	High School Graduate	Some College, No Degree	Associate Degree	Bachelor's Degree	Master's/ Professional/ Doctorate
WPP	5.2%	9.2%	22.2%	25.0%	5.8%	21.3%	11.4%
SNWI	1.5%	2.7%	11.0%	20.2%	5.5%	34.8%	24.4%
Portland	3.1%	3.5%	12.1%	24.7%	8.4%	32.2%	16.1%

Household Type and Size

In 2000 West Portland Park contained 1,570 total households. Of these, 56% are family households and 44% are non-family. The majority of households were comprised of one or two persons with a combined share of the households totaling 64.4%. Households comprised of three and four persons combined for 26.6% of the population. The remaining households with five persons or above were 9% of the total.

Household Tenure and Occupancy Status

In 2000 just over half (50.4%) of the housing units were owner-occupied. Renters occupied 42.4% and 7.1% were vacant. As shown in Table 5, the percentage of owner-occupied units was more than 10% lower than the average in the SNWI area.

Table 5: Tenure and Occupancy

	Own	Rent	Vacant
WPP	50.4%	42.4%	7.1%
SNWI	61.8%	33.3%	4.9%
Portland	52.6%	41.7%	5.7%

Household Income

According to the 2000 census, the median 1999 adjusted household income was \$48,889 with the per capita income at \$27,943. As shown in Figure 1, these values are generally higher than Portland but lower than that of the surrounding area.

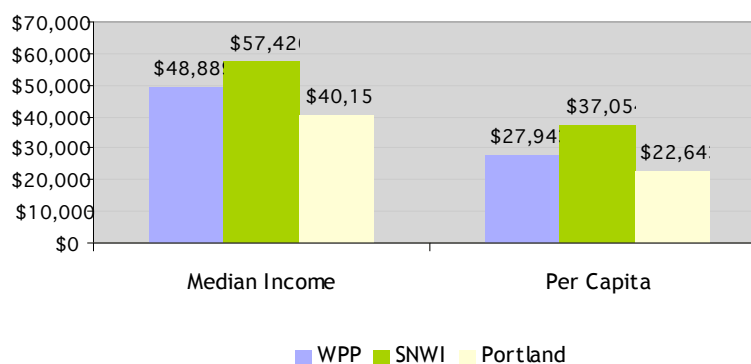


Figure 1: West Portland Park household income compared to SNWI neighborhoods and Portland

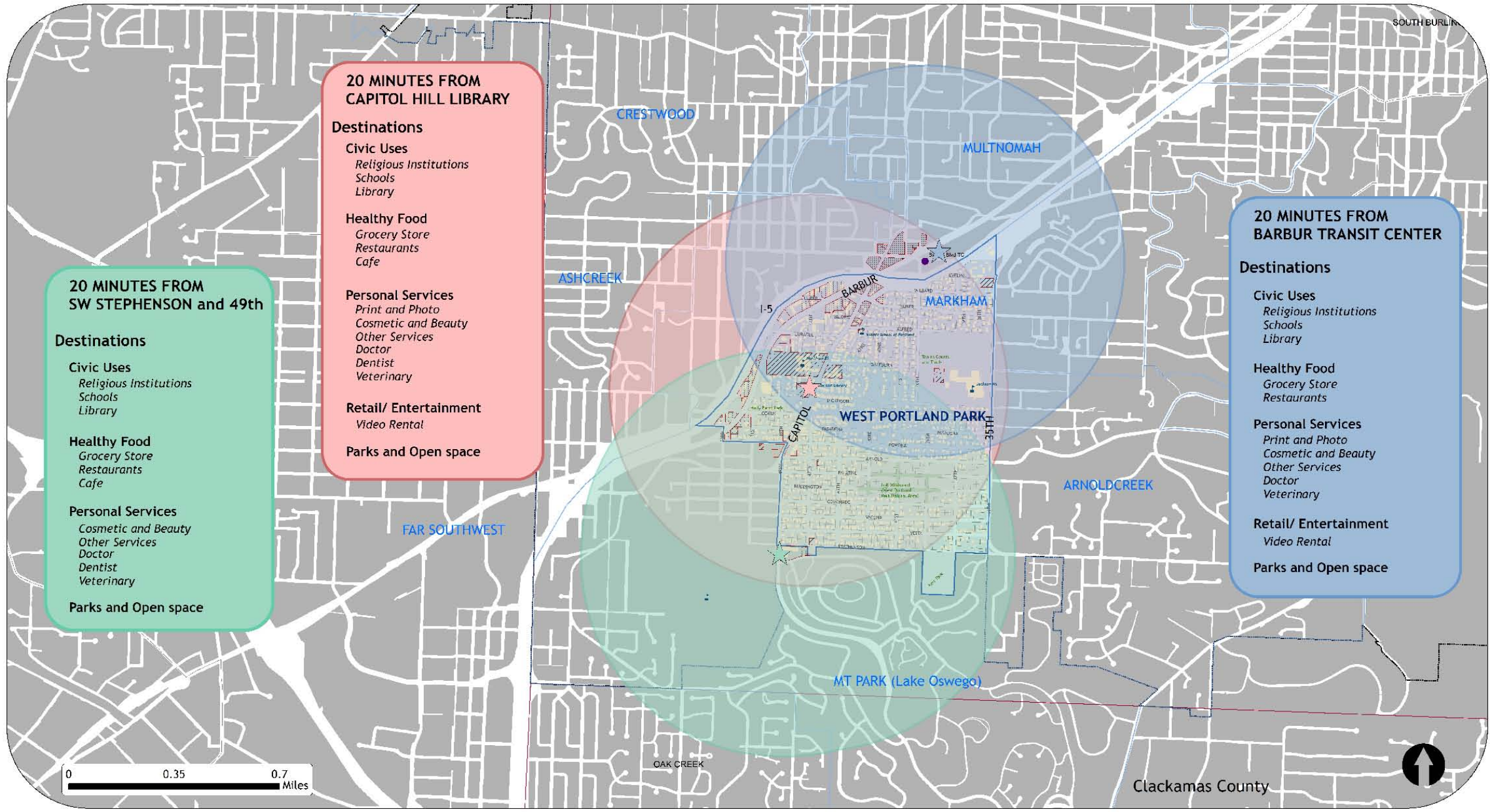
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APPENDIX F

West Portland Park Neighborhood: 20 Minute Walking Coverage Areas

Where can residents walk to in 20 minutes?

This map shows three 20-minute walking coverage areas in West Portland Park. Using the information collected in the land use inventory, the map identifies the destinations found within three sample 20-minute walking areas. It should be noted that these walking areas use a straight-line distance approach and do not account for topography, street network, or sidewalk coverage. The three assigned centers were chosen for several reasons: the library (pink star) is the social center of the neighborhood; the Transit Center (blue star) serves as a gateway for transit users between West Portland Park and destinations outside of the neighborhood; and the commercial node at the entrance to PCC (green star) was chosen to represent the southern end of the neighborhood. The analysis of destinations within one mile of each of these centers suggests that it is possible to access a reasonable variety of destinations within 20 minutes for much of the neighborhood.



Destinations

- Neighborhood Assets**
- Schools
 - Capitol Hill Library
 - Barbur Transit Center

- 20 Minute Coverage Areas**
- Barbur Transit Center
 - Capitol Hill Library
 - Mountain Park Commercial Center
 - Commercial Uses
 - Institutional Uses

- Boundaries**
- West Portland Park Neighborhood
 - Adjacent Neighborhoods
 - City Boundary
 - County Boundary

Source: RLIS.
Date: May, 2009